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Yours faithfully
John Watson.

SOUVENIR OF A TOUR
IN THE
UNITED STATES OF AMERICA
AND CANADA.

In the Autumn of 1872.

By JOHN WATSON,
OF NIELSLAND.

"A chiel's amang you takin' notes."—BURNS.

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PREFATORY NOTE.

THE following Diary of a brief tour in America was written solely for the perusal of my own family. As sent home it was, to a great extent, a simple chronicle of my own personal movements, with such notes, descriptive of the places and scenes I visited during my absence, as I fancied would interest my wife and children. It is at the special desire of one or two friendly critics, who were afforded an opportunity of perusing the manuscript, that I now print it for private circulation, and offer it to them and other friends as a New-Year Gift.

Beyond a slight revision of the manuscript previous to placing it in the hands of the printer, the Diary appears in the same shape as it was written in hurried moments snatched during the bustle and fatigue of railway or steamboat travel, or whilst resting for a brief period in an hotel.

J. W.

10 PARK CIRCUS, GLASGOW,
CHRISTMAS, 1872.

CONTENTS.

	PAGE.
THE VOYAGE OUT	1
THE UNITED STATES : NEW YORK	9
FROM NEW YORK TO ALBANY AND SARATOGA	16
THROUGH CANADA TO THE FALLS OF NIAGARA	21
A DETOUR TO BUFFALO : ST CATHERINE'S	35
FROM HAMILTON TO LONDON	37
TO CHICAGO BY WAY OF DETROIT	40
FROM CHICAGO TO ST LOUIS	47
FROM ST LOUIS TO THE MAMMOTH CAVE OF KENTUCKY	53
FROM LOUISVILLE TO CINCINNATI	58
FROM CINCINNATI TO WASHINGTON	65
FROM WASHINGTON TO NEW YORK BY PHILADELPHIA	74
THE VOYAGE HOME	81
NOTE OF DISTANCES TRAVELLED BY LAND AND WATER IN THE UNITED STATES AND CANADA FROM SEPTEMBER 4TH TILL OCTOBER 23D, A PERIOD OF SEVEN WEEKS	86
CONCLUSION	89

SOUVENIR OF A TOUR
IN THE
UNITED STATES OF AMERICA
AND CANADA.

THE VOYAGE OUT.

HAVING taken an affectionate farewell of my dear wife and children at Glencairn, I left Motherwell by train at half-past two o'clock *en route* for Liverpool, accompanied by Mr John Hendrie, of Scotstown House, and "convoyed" as far as Carlisle by my friend Chief-Constable M'Kay. We remained for a night in the great commercial port, staying at the well-known Waffington Hotel, where we were made very comfortable. Aug. 23.

This morning we were joined at breakfast by Mr Hendrie's brother James, proprietor of a large iron foundry at Kilwinning, who is likewise to proceed with us to the New World. My friend, Mr A. H. Simpson, came to see me off and wish us God-speed. We had secured berths in the splendid steamship "Ruffia," one of the celebrated Cunard liners, commanded by Captain Cook, and, at half-past twelve o'clock, we started on our voyage, enjoying a very pleasant run to Queenstown. Aug. 24.

We arrived at Queenstown about eight o'clock A.M., the weather being all that could be desired. It was fully four o'clock in the Aug. 25.

Aug. 25. afternoon before we could start again, having to wait for "the mail," which to-day consisted of 109 bags of letters and newspapers. We had breakfast at half-past eight o'clock, luncheon at one, and we took dinner at half-past four, shortly after weighing anchor.

Aug. 26. We are now on the bosom of the great Atlantic, and there is blowing what an old Scotch sailor calls "a bit breath o' wind." I learn that a number of the passengers are afflicted with that awful malady, sea-sickness; and very few of the lady-passengers made their appearance on deck to-day. By reclining, and always keeping as much as possible in the same position, I avoided becoming sick. Looking around me at intervals, I observed some "kent faces:" among the passengers from Scotland being—Mr and Mrs Moore, of Park Circus, Glasgow, Mr Galbraith, a brother of ex-Lord Provost Galbraith of Glasgow, Mr M'Ewen, of Park Terrace, Glasgow; Mr Moffat, of Ardrossan; Mr Stott, agent for the Scottish Amicable Assurance Company, Glasgow; Mr and Mrs Arthur, of Barshaw, and their son Master Tom, a nice lad fourteen or fifteen years of age; also Mr Richard Kidston, of Newton, and his brother, Captain Kidston, of the gallant 42d Highlanders. Occasional conversations with the above, and with my two travelling companions, Mr John Hendrie and his brother James, served to while away the time and keep me from wearying. Our good ship has made gallant progress o'er the waves—having, since leaving Queenstown, run a distance of 242 nautical miles, which is equal to about 278 geographical miles, the difference in computation being about a seventh.

Aug. 27. All voyages to America are very much alike; but writing for my own family circle, I may be excused for supposing that my particular voyage is of considerable interest at home, and, therefore, I note down that the weather to-day is rougher than it was yesterday, and that it is wet as well. More of the passengers are ailing—afflicted with the *mal de mer*. Although feeling at times rather "queer," I have, as yet, escaped actual prostration. Took my breakfast in my berth this morning, and sat down to luncheon and dinner also in what is called the fore-faloon of the ship, which, to my fancy, is more comfortable than the large state-faloon, as it is less affected by the vibration inci-

Aug. 27.

dental to the working of the screw. The bill of fare is the same in both saloons—all the passengers in the "Ruffia" having paid first-class passage-money—namely, twenty-six pounds each. The hours for the various meals are timed on board to a minute, and the fare is varied and excellent. At half-past eight o'clock A.M., a sumptuous breakfast is served, at which there is as great a variety of eatables as one finds at a good Highland hotel in the height of the touring season, or as can be served on board that pride of the Clyde, the "Iona"—the steward of which is famed for giving good breakfasts. At noon, we have luncheon of soups, various meats, potatoes, roasted apples, &c. At four, dinner waits us—it consists of a most liberal service of soups, fishes, entrées, joints, game, poultry, sweets, and dessert—everything, in short, that can tempt a fading appetite: it is needless to say that those of the passengers who have found their sea legs make hearty and repeated onslaughts on the various comestibles. The waiting at table is excellent. Tea is served at half-past seven o'clock: and, at a later hour in the evening, those who desire to have supper can be supplied; but up till now I have abstained from that meal—indeed, I am usually "berth'd" before the hour for serving it. Life on board is not at present very eventful; but it may be observed that the monotony of the voyage was broken a little to-day when two ships were seen in the distance, also a large whale, and for a time we were accompanied by a shoal of gambolling porpoises. Thankful to say that up till now I have escaped sea-sickness, which I attribute, in a great measure, to my having taken medicine, and remaining quiescent. Distance failed to-day, 346 nautical miles.

Aug. 28.

There is nothing of any note to record to-day. Although the weather is dry, and there is a great glow of sunshine, still it is stormy withal, and few of the passengers have ventured on deck. It is a wonderful sight to see the great waves of the Atlantic rolling mountains high all around the vessel; no matter in which direction one turns, there is nothing to be seen but a mighty world of water in turbulent motion; truly, as the Psalmist says, "they that go down to the sea in ships, that do business in great waters, these see the works of the Lord and his wonders in the deep." A fellow-

Aug. 28. passenger with whom I conversed, and who has crossed the Atlantic several times, expresses his astonishment at the continued bad weather; "very bad for the season," he says. Personally, I have not felt so well to-day, having had such an "all-overish" feeling as to incite me to go to bed before dinner time. We are pressing onward; distance made to-day, 300 nautical miles.

Aug. 29. My bulletin of to-day must record that I passed a very bad night. The ship rolled about dreadfully; so much so that once or twice I was nearly pitched out of my berth. The berths (29 and 30) which Mr John Hendrie and I occupy are near the stern of the vessel, and in consequence are affected by all the movements of the ship. Having doctored myself with a spoonful of granulated magnesia about five A.M., two hours after that I arose and enjoyed a look round on deck till breakfast time, when I partook of an excellent meal and afterwards kept up well till luncheon time. I am writing this at half-past two o'clock, and as I proceed the storm continues to increase, therefore very few people are on deck. I have not been able to enjoy much conversation with the Glasgow "contingent" during the last two days: most of them being *hors de combat* in consequence of the storm. At noon to-day we had failed from the same time yesterday 307 miles. At dinner we had for an accompaniment the fiercest music of the elements—the whirring rain and the deep crashing roar of the thunder, preceded by vivid flashes of lightning. Dinner in consequence very comfortable.

By two o'clock yesterday (Friday) morning the wind had freshened into what one of the officers called "a sharp gale," and the force of the storm was sufficient to awaken the soundest sleeper. I "turned out," to use a nautical phrase, about the usual hour, and put in an appearance at the breakfast table; but, as was to be expected during the continuance of such a gale, there were many vacant chairs. After eating a light breakfast I ventured upon deck, but made only a very short stay, as the vessel was pitching dreadfully, and shipping every now and again heavy seas, which washed the deck from stem to stern. I was quite dull and useless all day, laying squatted on a couch reading and dozing

alternately, not inclined to put pen to paper, and in consequence deferred this description for a day, as you will observe by a perusal of the next entry. As one incident of the storm, I may mention that the top sail of our mizzen mast was blown clean away. Mr Moore, who has crossed the Atlantic above twenty times, said to me in the course of conversation, that he had never seen the weather so rough at this season of the year, and that we were having quite a winter-like voyage. Strange to say, I have never yet become sea-sick—that is, to the extent of having my stomach upset: it is only right to confess, however, that at times I feel decidedly queerish and out of sorts.

Aug. 30.

To-day (Saturday) we are crossing the vast cod banks of Newfoundland, the greatest fishery of its kind in the world, although it is said not to be so productive now as it once was; and no wonder, seeing that it has been so industriously fished for a period of three centuries. We have just had luncheon, and while I am writing this a pleasant change in the weather is taking place: the storm has abated, and the motion of the ship is therefore not so violent as it was during the last two days. With the good weather come forth the ladies. I saw Mrs Moore and also Mrs Arthur on deck to-day for the first time since Tuesday, they having, I fancy, kept their state-rooms on account of the stormy weather. A number of the passengers not hitherto seen on deck, having found their sea legs, are promenading and lounging about, or fixed on American rocking chairs, "taking it easy," as the saying is, many of the Americans having their own private chairs on board. At dinner, however, we had premonitory symptoms of a recurrence of the gale, and several ladies and gentlemen left the table in consequence. I turned in to my berth about nine o'clock, and in the course of an hour the storm increased so very considerably that I slept very little indeed. I heard the waves dashing upon the ship with irresistible force, and several fierce seas, I was told, broke over her. Distance run yesterday, 275 miles; to-day, 254 miles.

Aug. 31.

We had breakfast at the usual hour, and, being Sunday, we had Divine service at half-past ten o'clock, when all were invited to assemble. Worship was conducted by Dr Wallace, the surgeon of the

Sept. 1.

Sept. 1. ship, a young gentleman from Derry—the form of service being that of the English Church. During this forenoon all the passengers were talking of the dreadful gale. Had a chat with the old stewards, Mrs Nelson, who recollected having seen me some years ago at Liverpool seeing Mrs Orr (Mrs Watson's sister) away to America in the "Persia." The old lady told me that she had never before experienced such a rough passage during the month of August, nor scarcely at any period of the year—"This is like a voyage in the worst month of winter, sir." To-day is exceedingly fine, with the sun shining brightly, but there is a heavy swell on the water, which causes the ship to roll very much. All are now wishing for calm weather, if only for the sake of variety, seeing that we are within three days' sail of New York. Mrs Arthur has migrated to the fore saloon, and while I am writing she is reclining on one of the couches, her son sitting near her. She bears out my idea that this saloon is greatly more comfortable than the other. Collected some subscriptions to-day, in addition to a few I had collected before leaving home, for Widow Ruffel of Chicago, and her children, and I now feel pretty certain of being able to hand her over fully twenty pounds sterling, which will be of great service in her present affliction, she having lost her husband, dwelling-house, and household furniture in the disastrous fire which burned down a large portion of Chicago. Knowing some relations of her deceased husband resident in Motherwell, as respectable and industrious persons, who had probably assisted their unfortunate relations in Chicago as far as their means permitted, I originated a subscription among my own friends, with the result just stated. A noteworthy incident of to-day's voyage was that a heavy sea broke in upon our ship, sweeping the lower deck, where a great many passengers were seated, from end to end with great force. You may be sure it very speedily scattered the whole party, and spoiled the valuable clothes of many of them, much to the amusement of those who were looking down from the saloon deck, although it was rather wicked of them to rejoice at the misfortunes of their neighbours. The weather moderated after this, and, along with some others, I waited on deck to see the going down of the sun on the wide waste of waters, which was a beautiful and, in some respects, a solemn sight. Distance accomplished to-day, 322 miles.

Sept. 2.

I was just about to write that this morning I was "up with the lark," but soon recollected that no larks sing on the mighty Atlantic Ocean, so, putting down the plain truth, let me say that after an excellent night's rest I made my appearance on deck a little after seven o'clock, determined to have an hour's airing before breakfast. The weather has at length changed for the better, and to-day almost the whole of the passengers have shewn up. Many whom I had not seen hitherto came on deck this morning for the first time, and it is the general opinion on board that the remainder of our passage will be pleasant and smooth. The monotony of the passage was broken to-day by one of the "fights at sea;" about noon we met the "Spain," a large four-masted vessel with two funnels, belonging to the National Steam Shipping Co., and bound from New York to London. This interested us all very much, as did a barque in the distance, supposed to be making for the West Indies. It may be mentioned here that ever since leaving Queenstown the "Russia" has encountered strong head winds, and these have, of course, greatly retarded our progress. It is amusing to note the expedients resorted to on board in order to "kill time," as it is called, and the efforts to do this would amuse a deeper student of human character than I can pretend to be. An immense deal of card-playing and betting goes on in certain circles. Every day a number of bets are made or a sweepstake entered into as regards the number of miles the ship has sailed during the preceding twenty-four hours. The distance made from day to day is announced in a bulletin issued by the Captain, generally about half-past twelve o'clock, and not till then is it known who is the winner. To-day, for the first time, I joined one of these sweepstakes, and pocketed half-a-sovereign as my winnings. The sweepstake was got up as to the number of miles the ship had sailed up till twelve o'clock; my guess was 284, other gentlemen had guessed from 286 to 305, but the distance actually run turned out to be 275 miles, and my guess being the nearest, I won the sweepstake. You have no idea of the interest such a trifling affair as this creates on board ship, where all are naturally anxious to find some cause of excitement. Just at present (say six o'clock P.M.) other two large sweepstakes are being organized as to the number of the pilot boat which shall first reach our ship with pilot on board to

Sept. 2. guide her safely into New York. It appears there are twenty-four of these pilot boats, so twenty-four gentlemen having each placed a pound in the pool, the holder of the lucky member will pocket twenty-three sovereigns. I have joined one of the pools or sweeps. Turned in about eight o'clock.

Sept. 3. Got up this morning about seven o'clock, after a capital night's rest. Had my usual hour's walk on deck before breakfast was served, and enjoyed that meal very much. Would you like to know what I had for breakfast to-day? Well, I began, as at home, with some porridge and milk, followed by a cup of tea and a chop, and wound up by partaking of a small portion of a favourite American dish called "hominy." This excellent condiment is composed of the sweet Indian corn ground like oatmeal, which, after being thoroughly boiled, is fried in small cakes, and may be eaten either with sugar or salt and butter, according to taste. At breakfast we have all kinds of bread, hot rolls, potatoes, &c. While I am busy posting up my Diary (at half-past ten o'clock), the gentlemen interested in the sweepstakes, which I have already described, are keeping a sharp look-out for the pilot boats. One of them (No. 14) has been seen in the distance; but being too far off to make up to us, the gentleman holding that number may be said to be quite "out of the hunt." Three o'clock.—The sweepstakes are at length decided, and "No. 1" has carried the day, a pilot boat bearing that number having just come "right flap down upon us," as an American lad said. General Butterfield is the lucky holder of number one in our sweep, so he places £23 to his credit by the transaction. I may just mention that the moment the boat came alongside, the Captain ordered the steam to be shut off, in order that the pilot might be able to board us. Dined, as usual, at four o'clock; and an hour and a half afterwards, whilst walking on deck—the weather being fine although rather cold—another pilot boat, No. 19, approached and saluted our good ship, the "Ruffia." About six o'clock we were all interested by the cry of "land ho!" Long Island having come into sight in our right. As it seems we shall not reach our place of anchorage until about twelve o'clock to-night, I resolve, as it is very cold, to "turn in," making the good

resolution, before doing so, to be up an hour earlier than usual in the morning, the quarantine doctor being expected on board about seven o'clock A.M., to certify as to our general health, after which everybody will hasten to go on shore. Sept. 3.

Turned out this morning about six o'clock, and found that we had cast anchor near Staten Island. After breakfast, at seven o'clock, the "Ruslia" weighed anchor, and steamed to the Cunard Wharf at Jersey City. After a very long delay in getting out the luggage, we at length left the steamer, and proceeding to a carriage belonging to the Fifth Avenue Hotel, we drove direct to that palatial edifice. My first act after arriving was to telegraph home to Mrs Watson, in a cipher form previously agreed upon: I simply sent the words, "Acknowledge—Receipt—Important," each word having, of course, its own meaning. Sept. 4.

THE UNITED STATES: NEW YORK.

The sensation of once again being on dry land was exceedingly pleasant, although it was some time before I could feel I was not "heezing" up and down in the ship. After securing a bedroom and taking a hot bath, which was a great luxury, I dressed for dinner; in the meantime we had a visitor in Mr R. Rennie, 152 Chambers Street, a friend of my friends the Hendries. After dinner I strolled with the Messrs Hendrie along Broadway, one of the finest streets in New York, as far as the South Ferry opposite to Brooklyn, a distance of about three miles. Returning to our hotel by omnibus, we took tea, after which I wrote my Diary, and about ten minutes after nine o'clock was snug in bed. Met Mr Arthur of Barshaw while walking along Broadway, and had a minute's chat with him. Sept. 4.

From the flight glance of New York which I obtained last night, it began to dawn upon me this morning that I had reached a land of

Sept. 5. wonders, and that I was dwelling in a city of great splendour, where, as in all other mighty congregations of men, there was also poverty of the most appalling kind. These were the thoughts which occurred to me as I was dressing for breakfast, of which meal we partook at nine o'clock. At about ten o'clock we had a call from Mr William Rennie, son of Mr Robert Rennie, who kindly came to act as our guide, and to shew us the sights of New York. Hired an open carriage and pair off the street in order to drive through the city. The charge will astonish you—it was at the rate of two dollars an hour—a dollar, as you are aware, being about four shillings in British money. We had a hard day's work in sight-seeing. I shall briefly run over what we saw, and then I will give you an idea of my impressions of the "Empire City," as the Americans call New York. Firstly, we proceeded to the Supreme Courts, then to the City Hall, in Broadway, and next to the offices of the Equitable Assurance Company, in the same great thoroughfare, which are said to be the finest in the world. We ascended by a lift to the top of the establishment, in order to obtain a better view of New York than we could obtain from driving about in a carriage. It is always advisable to view a city from some high place, as it helps one to understand its geography better than any number of drives, and we were awarded an excellent view of New York City, New Jersey City, and Brooklyn. We next went to the Assay Office, a place where they melt down both new and old gold and silver, and from the Assay Office to the Stock Exchange and Court Houses in Wall Street was a natural sequence. The next place of interest which we visited in the city was "The Tombs," or City Prison of New York, and in one of the cells of this melancholy place we saw and heard a man named Stokes (the person who murdered the notorious Fisk) conversing with a friend who had called to see him. They spoke to each other through a grating, which, I believe, is the custom in all prisons. The time occupied in seeing the places I have mentioned was about three hours. After leaving the prison of "The Tombs," we drove to the Central Park, a place of recreation for the people of New York, which resembles, in some degree, the Bois de Boulogne in the environs of Paris, and is very large, containing at least eight hundred acres of pleasure-ground, in walks, grassy plots, lakes.

flower-gardens, zoological collections, &c. We spent an hour or two in this place very enjoyably, and afterwards drove along with Mr William Rennie to his club, where we dined. As the club (the Union League Club) was nearly opposite our hotel in the Fifth Avenue, we felt quite at home. After dinner we adjourned to the Fifth Avenue Theatre, where we spent the evening, and came home to "rooft" about half-past ten o'clock. The chief theatres in New York, if I may judge from the one we visited, are exceedingly comfortable, and in many respects superior to those at home: the comfort of the audience being especially studied.

Sept. 5.

Breakfasted about the usual hour—viz., nine o'clock—when Mr William Rennie again kindly called, offering to spend the day with us. I preferred, however, to be left to my own devices this day, as it was my wish to visit some friends, particularly my old school-fellow, Mr John Baird, and the Turkingtons. First of all, I called at Mr Baird's house, 324 Lexington Avenue; the eldest daughter only was at home, the other members of the family being away at the coast, and her father away at his office in the city. Went then to 152 Chambers Street for a telegram which I expected from home. Called next at Mr Baird's office, 29 William Street, and happily found him there. We visited Delmonico's, a celebrated restaurant, and partook of refreshments, and had a very long chat. Afterwards I went across, *via* Fulton's Ferry, and called upon Mr and Mrs Turkington, with whom I remained till nearly dark, when I left for my hotel that I might finish the writing of this Diary, which, along with a letter, I am anxious to send home to my wife and children at 10.45, the hour at which the box closes for England.

Sept. 6.

The weather this morning is very hot. Visitors came to-day at breakfast time, and we had also the pleasure of seeing some acquaintances: Mr William Robertson, mining engineer, Glasgow, and Mr Baird, formerly manager to Messrs Colin Dunlop & Co., of Quarter Iron Works, sat down opposite to us at the breakfast table, having just arrived from Port Washington Iron Works. Mr William Turkington called about ten, and I asked him to spend the day with us in sight-

Sept. 7.

Sept. 7. feeling, to which proposition he kindly agreed. My first business was to call at the bank of Taylors Brothers, Wall Street, to procure some of what is vulgarly called "the needful." I discounted with them a twenty pounds National Bank of Scotland Circular Note at the rate of five dollars and forty cents per pound sterling, or a total of one hundred and eight dollars. My next visit was to the City of the Dead (or "God's Acre," as a graveyard is sometimes called in England) at the beautiful cemetery of Greenwood, at Brooklyn. In order to economise time, and see the place to advantage, we hired a carriage for an hour's drive through the cemetery grounds, which are very extensive, covering a space of over six hundred acres. The monuments are much more expensive than any we have in Glasgow Necropolis, some of them having cost from ten to fifteen thousand pounds! The hearths here are very light and elegant, being built chiefly of plate glass, which admits of the coffin inside being seen. After inspecting the cemetery, we proceeded, partly on foot and partly by aid of the cars, to visit Prospect Park. This is also a very large park, but not so large as the Central on the other side of the river, called the East River; the Hudson, at New Jersey, where we landed from the "Russia," being known as the North River. Enjoyed the visit to Prospect Park exceedingly, and remained fully an hour promenading up and down among a vast number of other gentlemen, many of them accompanied by ladies, listening to the music discoursed by a capital instrumental band. Arrived at our hotel about six o'clock, and dined at the table d'hôte—the dinner of my friend costing me two dollars, which is about eight shillings sterling: this fact is noted simply to give you an idea of American prices. Having finished dinner, we adjourned, along with Mr Robertson and Mr Baird, to a concert-room, in Twenty-third Street, where we heard some singing similar to that of the Christy Minstrels at St James' Hall, London. After a very brief stay we left, and proceeded to a garden concert, where we remained but a short hour, and then came home to our hotel.

Sept. 8. You will have read at home by this time of the great heat experienced this season in New York. I can corroborate, from personal experience, all that has been said. To-day it is so excessively hot that

Sept. 8.

few persons are to be seen on the street; my friends and myself have in consequence determined not to go out of doors. I am therefore busily writing in my bedroom, with as light a burden in the way of clothes as I can possibly sustain; and my friends are in their bedrooms in a similar condition. Mr Turkington was to have called this forenoon to inform us whether the celebrated Rev. Henry Ward Beecher was to preach to-day in his church at Brooklyn, as we are all very anxious to hear him, but up to the present time, 1.30 P.M., he has not made his appearance. Since our arrival the weather has been, speaking generally, very fine—neither too hot nor too cold; brilliant sunshine during the day, greatly tempered by a slight breeze. To-day, however, it is all too hot for our Scottish tastes. Yesterday I called on Mr T. Dennistoun, at No. 10 Twentieth Street, near this hotel, but, unluckily, he had gone out. You will remember of his being at Glencairn, along with Mr Baird, two years ago. He had called upon me at the hotel here on Thursday evening, but I was out at the time, and did not see him. His brother, however, whom I did see, was very cordial and hospitable, and offered us the use of his carriage and pair for a drive in the Central Park, or anywhere else we pleased. I promised to call again, if time would permit, to see his brother, but found that I could not manage to do so. While we were in our respective bedrooms shunning the heat, Turkington, it seems, was in the reading-room of the hotel waiting for us. We dined at three o'clock, and continued resting and chatting within doors, on account of the still intense heat, for a couple of hours after dinner. The thermometer, I may tell you, stood at 97° in the shade, and we heard of six cases of sunstroke having taken place. As Robertson and Baird were on the point of starting for Canada, we wished them a hearty farewell, and then sallied out for a walk, proceeding down to Third Avenue, to obtain a street railway car to convey us to the ferry at "Hell Gate," as it is called. This ferry is conveniently placed in order to enable any one to see and inspect the Government operations for improving the navigation of East River—an improvement which, if accomplished, will enable vessels from Europe to reach New York by the other end of Long Island, and thus save pretty nearly a day's sailing. The village of Astoria is close by the works where the great under-

Sept. 8. water blasting operations, which we went to inspect, are being carried on. It is thought, if the opening of the river for large ships proves successful, that this little village may yet become a large town. Mr Turkington told me that he had asked his father to purchase property there ; and it might turn out a very good speculation to do so. We returned to our hotel by the same route as we went, and reached it about nine o'clock, inspecting on our way the large suite of stables belonging to the Tramway Company, which can accommodate 1500 horses, with house room in addition for 250 of the large street cars which are now an institution in American cities. All classes use them, and they are to be found on the chief streets of New York, Broadway excepted, where only omnibuses of the usual kind are allowed to ply. These are exceedingly plentiful, and are much used. There is no conductor, as on our 'buses ; you go into them without ceremony, the coachman opening and closing the doors by means of a pulley, and you hand your fare to that functionary through a hole in the roof of the vehicle. No person rides on the roof of a 'bus here, because in summer the heat is so excessive and in winter the cold is so severe.

As you will have gathered from what has been detailed to you, I have been rather industrious in seeing all that could be seen, and I shall now state briefly my general impressions of New York, which contains a population of one million souls. The " Empire City " is just like all other great seats of population : it contains the usual mixture of good and bad. There are all around evidences of great wealth and of dire poverty. Palaces for the wealthy, which have cost, in their erection and decoration, fabulous sums of money ; and hovels for the poor, which have been run up for the price of an old song. Take, for instance, the private dwelling-house of Mr A. T. Stewart in Fifth Avenue ; it is built wholly of fine white marble, and is superbly fitted up. Some of the shops and many of the offices in Broadway are also built of marble or granite, others being constructed of iron work, common stone, brick, and other material. Many of the New York shops or " stores " as they are called, are decorated with great splendour, and contain goods of the finest qualities, some kinds of which are far more

Sept. 8.

expensive than the same goods are at home. The hotels are mostly all buildings of vast size—especially erected for the purpose of being used as hotels—as are the theatres and newspaper offices. The restaurants and oyster saloons are numerous, and some of them, such as Delmonico's, are fitted up at very great cost. In many of the cafés the customers are served by young women gaily dressed for the purpose of pleasing the eye. Of course there are markets of vast size teeming with fish, meat, fruit, game, &c., in wonderful variety, and it must take an enormous quantity of provisions of all kinds to feed such a large population, augmented as it is daily by an incessant influx of strangers from every part of America, and, indeed, from all parts of the world. Every person one sees seems bent on business; persons do not linger over their meals, but rise from table at once, and start off to their “stores,” or to follow some pursuit or another. Great use is made here of steam power and the electric telegraph, the latter power being in constant use by all classes of the people, and the forests of steamboat funnels one observes at the various harbours and quays afford convincing proof of the American fondness for locomotion. Everywhere, too, there is a desire to push business: even the lobbies of the hotels being crowded with persons having newspapers, books of light literature, and other things for sale. As may be supposed, amid such a busy and competitive population, there is a constant demand for news, and the newspapers here seem to sell in tens of thousands. I may mention, too, that there is an absence of much of the useless ceremony and etiquette which oppresses us a good deal in the old country. As an example of what I mean, I may just say that neither clergymen nor lawyers here wear a distinctive dress—the advocate has no wig, and the minister may be preaching to you in a shooting coat and tweed trousers! There is much less consumption of tobacco than I had expected to find in New York, and the general sobriety of the people is commendable. Of course there are drunkards, as in all other communities, but the drunkenness of New York did not appear to me to be at all striking. At dinner very little wine is consumed, either in hotels or private houses—indeed, the popping of a cork makes quite a noise! Iced water is the chief drink of all classes here; and while ice is abundant and cheap—nearly every family using a

Sept. 8. few pounds of it daily—water is plentiful, the people being justly proud of their water-works. The water supply of New York is brought from a distance of 40 miles over hill and dale, and the chief reservoir contains a supply equal to five hundred millions of gallons: a reservoir nearer the place of consumption holds about one hundred and fifty millions of gallons, and is thirty-five acres in extent. I suspect Glasgow and Loch Katrine must play second fiddle to the Croton Water-works of New York.

FROM NEW YORK TO ALBANY AND SARATOGA.

Sept. 9. Having made up our minds to move onward, we took breakfast early to-day, and by nine o'clock were on our way for Albany on board of the "Daniel Drew," the weather being still very warm, but tempered a little by a breeze off the water. Our steamboat is in all respects a magnificent ship, and far surpasses in almost every appointment our far-famed Clyde "Iona," which somewhat resembles the American river steamers. We enjoyed the scenery on both sides of the Hudson very much—it was a complete feast to the eyes; whilst the scene on the water was occasionally enlivened by the appearance of a steam-tug drawing some twenty or thirty merchant vessels loaded with goods of various kinds, many of them well stowed with building materials, such as cut wood, bricks, stones, &c.; others were filled with grain, and all were bound for New York. The River Hudson is greatly a pleasure stream for the people of New York, who largely avail themselves of the luxuriously fitted up passenger vessels which sail upon it, for the purpose of viewing the fine highland scenery to which it gives access—indeed, "the Highlands" of the Hudson are thought by some tourists who have seen both to surpass in many respects the scenery of the Rhine itself. It was on the Hudson, too, that Robert Fulton, the inventor, tried his steamboat in 1807, two hundred years after the discovery of the river by Hendrick Hudson, the Dutch navigator. Our

vessel, the "Daniel Drew," made a friendly call at various points to let out or take in passengers. Among other places at which we stopped were Yonkers (where Washington wooed his first love, Mary Philips), West Point (where is situated the United States Military Academy), Cornwall, Newburg, Poughkeepsie, and Rhinebeck, where there is an active iron work with two blast furnaces in operation. I cannot in the limits of a Diary particularize all the places we passed or the sights I saw, but many of them were of considerable historical interest. We also stopped at Catskill and Hudson, and ultimately reached Albany about six o'clock, having steamed in all a distance of nearly 150 miles. The River Hudson is not navigable farther up than Troy: all along its course I noticed that a considerable number of the houses were built of wood, and I fancied them to be very comfortable dwelling places. We walked direct from the boat to a hotel called the "Delavan House," where we were made exceedingly comfortable. We had previously dined on board the steamboat about three o'clock, when we partook of an excellent and well-served meal, the steward and all his subordinates being coloured persons, chiefly from the Southern States of Georgia and Carolina, but these negroes make excellent waiters. The American river steamers are neither more nor less than floating palaces, replete with all the comforts which a traveller can desire. Lavatories, dressing-rooms, closets, shaving-shops, book and newspaper stands, fruit shops, and so on. Most of the steamboats have likewise bridal chambers fitted up most luxuriously for newly-married couples, who do not shun publicity during the honeymoon as our modest Scottish maidens do; in fact, it is a blemish in the American character that the home life is not thought so essential to domestic happiness as with us in the dear old "land of the mountain and the flood." I have encountered whole families here—papa, mamma, and a colony of sons and daughters—who know no other home than the public rooms of the hotel in which they contract for board and lodging!

Sept. 9.

After a hearty breakfast we proceeded on foot to see the sights of Albany, the chief town—indeed, the capital—of the State of New York. In turn we visited the Agricultural State Hall, the City Hall, the Supreme Court House, and the Capitol, in which various public

Sept. 10.

Sept. 10. officers have accommodation. A new Capitol is being built at an estimated expense of ten million dollars! This, when completed, ought to be a fine building, considering what it will cost; and I have no doubt it will, judging from the model which one of the foremen exhibited to my friends and myself. We next proceeded to examine the great bridge across the Hudson, and walked along to the other end of it, where there is a small town. This bridge is likewise used for railway purposes, especially for trains to Boston and other towns in that direction; and there is a portion of it which opens in the centre so that vessels may pass up and down the river. This part of the structure, which is about one hundred yards long, is moved by steam power, and works very easily. Whilst we were on the bridge we saw it moving round, and so I am able to speak about it from observation. Afterwards we made a little excursion in a street tramway car, driving about three miles into the country in the direction of Troy, a town six miles from Albany; and returning about three o'clock to our hotel, we sat down to dinner, being waited upon, as in the steamboat, by coloured servants. Before quitting Albany, I may state that it is populous with "institutions" of all kinds—civil, criminal, and religious. There is, for instance, the State Library, which contains 60,000 volumes; the Albany Institute for Scientific Advancement, containing a library of 9000 volumes; the Young Men's Association and the Apprentice's Library, which contain 17,000 volumes between them; there is also a very fine model prison or penitentiary. Albany also contains a large number of churches, one of which, the Cathedral of the Immaculate Conception, contains fittings for 4000 persons. An observatory, well furnished and richly endowed, enables the study of astronomy to be carried on with advantage. Nor is the art of war neglected or forgotten, a great gloomy building being devoted to the purposes of a State Arsenal. At half-past four o'clock we left by train for Saratoga, the fashionable watering place of America, where we arrived at seven o'clock. We walked through a portion of the town to the Clarendon Hotel, where we obtained bedrooms, our baggage reaching us about half-an-hour afterwards. Travellers in this country have very little trouble with their luggage, and do not require to worry themselves looking after it upon the road as they have to do in England

Sept. 10.

and on the Continent. It is given in charge to a person at the beginning of the journey, who delivers up a "token" for each package, and you never need to take any trouble about it till you arrive at your destination, when you mention to which hotel you are going, and your traps are duly forwarded. The weather being delightful to-day, we enjoyed the run by rail from Albany very much. During the progress of our journey we took note of all that was going on, especially observing that numerous fields of Indian corn were being cut down: in all shapes and forms this cereal is in great demand in the United States. Orchards of fine fruit were also noticeable during the journey on each side of the river, and the railway as well. A large trade in timber is carried on at Albany—the canal, beginning at Lake Erie, about 300 miles in the interior of the country, affording excellent facilities for transit.

In the evening we strolled through the interesting city of Saratoga, tasting the water at two of the mineral springs which have brought such fame to the place. The first spring yields a liquid very much resembling feltzer water. It is situated in the garden attached to our hotel (the Clarendon); the other spring which I visited is the property of another hotel called the Columbian, but we did not like the flavour of it so well. Saratoga may be described as a mixture of Harrogate and Scarborough in Yorkshire. It is the gay place of resort in the season of numerous American families, attracted by the fame of its springs, and a desire to mix in the most fashionable society of the United States. Living at Saratoga in the height of the season is very expensive, the charge at some of the hotels being as high as five dollars for each person per day; and the suites of dresses required by those ladies who desire to shine at the balls, pic-nics, &c., are very expensive indeed. The cost of visiting the place of late years has become so high, that many families, instead of going to drink the mineral waters, prefer taking a voyage to Europe and back, seeing the Highlands of Scotland, the mountains of Switzerland, and the historic fights and scenes of Italy before they return. As I have indicated, there are many different waters, but the spring most sought after is the Congress Spring, discovered in 1792, the waters of which are sent all over the world. Dressing,

Sept. 10. dancing, and water-drinking, are the chief occupations of those who visit Saratoga; and, in July and August, I was told that there are about 30,000 people constantly coming and going; the resident population, however, is not more than 8000 inhabitants. Beyond its being the resort of gay society, there is nothing particular about the scenery or surroundings of Saratoga; but two or three of the hotels are remarkable for their size and elegance, and hotels are a great institution all over America, do plenty of business, are well organised, and very profitable. Most of them are of vast size: many contain 1000 apartments! There are, as might be expected from its being so crowded with visitors, a number of hotels in Saratoga, as also several boarding houses of a superior kind. One of the houses there, the Union Hall Hotel, can accommodate as many as 1800 guests, and another, the Congress Hall Hotel, can put up 1500 persons—quite a population of itself! It may be also mentioned that attached to the Union Hall Hotel there is a large theatre or opera-house, and at all the hotels there are bands of music. It may interest you to know that the Union contains twelve acres of carpeting and one acre of marble tiling, and that a vertical railway, or ascending chamber, renders the whole six storeys of the house of easy access to the ladies and gentlemen who temporarily reside in it. Within the hotel grounds, I may also state, there are numerous elegant cottages, which are much sought after by visitors.

Sept. 11. Arose rather earlier than usual this morning to take a short stroll in the city of springs before breakfast time. I drank at three of the wells in order to taste the water. After breakfast, my friends and I engaged a carriage for a three hours' drive in the neighbourhood, and with a view particularly to see Saratoga Lake, about six miles distant from our hotel. On our way to this sheet of water, we visited a number of mineral springs, kept open for visitors at a trifling charge; but we were contented with a mere taste of the waters, not being inclined to exceed in our potations. While driving along we left our carriage once or twice to gather a few delicious apples which grow on trees planted by the wayside, and which the coachman told us were *pro bono publico*. Apples, peaches, grapes, &c., are cultivated exten-

fively and in great variety throughout the States, all in the open air, no hothouse being required for either grapes or peaches; and being an exceedingly plentiful crop this season, apples are consequently very cheap. Excepting apples, however, I do not think the flavour of American fruits equal to that of those grown at home. We had also an opportunity during our ride of visiting a harvest field, where we examined the Indian corn as it was being gathered in, and also the large yellow pumpkins which grow along with the corn, and are used in the same way as turnips, being boiled for the feeding of cattle.

Sept. 11.

THROUGH CANADA TO THE FALLS OF NIAGARA.

After dinner we took the train at 3.15 for Glens Falls Station, on our way to Lake George; and we arrived at Caldwell, a small town at the end of the lake, after a pleasant ride, about six o'clock, having come a part of the way by stage coach. During this journey we enjoyed quite a change of scenery, the landscape being wild and rugged instead of pastoral and quiet. Here we had wild woods and rushing waters, reminding me of our own Highlands and other scenes that I had formerly visited. I may notice, before going farther, that we all observed how bad the roads are here, both in town and country. They stand in great need of being macadamised! The road from Glens Falls to Caldwell is laid with wooden planks the whole way, so as to fill half its breadth; the other half, as may be expected, is mud in winter and fine dust in summer, which renders travelling upon it very disagreeable. We were so fortunate as to obtain apartments at a very splendid and large house, with windows looking down upon the end of the lake, called Fort William Henry Hotel. There are several smaller hotels in Caldwell, the place being very much frequented on account of its perfect seclusion and remoteness from the busy hum of the city or the sound of the railway whistle. Our hotel had been quite full all summer, but as "the season" at the time of our visit was drawing to a close, the guests were becoming

Sept. 11.

Sept. 11. lefs numerous. After our arrival at Caldwell, and before taking tea, we enjoyed a ftroll through the grounds of the hotel, and alfo went as far as the village. It appears that during the winter feafon at Caldwell the hotels and larger portion of the houfes are fhut up, fimilar to the practice at Chamounix and one or two places in Switzerland. After enjoying a refreshing cup of tea, we promenaded the balcony of our hotel, liftening to the ftrains of a band of mufic playing at the edge of the lake. A lighted fteamboat was approaching, which attracted great attention; it was crowded with paffengers, many of whom landed here, and a cannon was fired in order that we might all hear the fplendid echo, which, to ufe a homely phrafe, is one of the "ferlies" of the place. After a while the band adjourned to the large drawing-room of the houfe, again for an hour or two to difcours'e eloquent mufic. I waited for fome time in the expectation that the younger members of the company would organize a fet of quadrilles or a waltz or two. But no! high propriety was the order of the night; fo I proceeded to my bedroom, and finished my Diary up to this date. The weather fince we left New York has been moft enjoyable.

Sept. 12. Breakfasted fo early as feven o'clock this morning, in order to be in time for the "Minnichaha" fteamboat to Ticonderoga. The following little incident may be mentioned here, by way of giving variety to thefe notes. From the careleffnefs of the porters engaged in conveying our baggage to the fteamboat, my hat-box fell off the cart and was crufted under a wheel, completely deftroying my black hat. Going back at once to the hotel, I related what had occurred, and demanded damages for the lofs, to which I thought myfelf quite entitled, feeing that I was charged a quarter of a dollar for the conveyance of each article to the boat. Five dollars were asked by me, and after a few minutes fpent in arguing the cafe, I was paid, and managed to reach the fteamboat in time. Lake George is a very pretty fheet of clear water, and by fome writers has been favourably compared with the lakes of Switzerland; it is dotted with lovely little wooded iflands, there being as many as 300 altogether, and for the angler it contains fine trout and well-flavoured bafs. I may men-

Sept. 12.

tion, that in sailing down Lake George two or three small places are visited in order to land and receive passengers. The sail down Lake Champlain from where we joined the steamboat "United States," which had come from Whitehall (about 28 miles farther up the lake) to our destination at Rouffe's Point, is very enjoyable, although the scenery is not equal to that of Lake George. The towns touched at on Lake Champlain are of considerable importance: of these I may note Crown Point, Port Henry, Burlington, and Plattsbury. After a sail of about 30 miles, we landed at our destination, or rather at a place distant about four miles from it. We were conveyed to Ticonderoga proper in carriages, each of which was drawn by four horses. Of course there is again a large hotel, where we find dinner-ready for the passengers. The road from the place at which we debarked to the hotel is something awful—the worst I have yet experienced; so bad that I am quite astonished none of the vehicles have broken down. The proprietor of the carriages, who happened to be along with us, said he was willing to bet that it was the worst road in the whole United States: "If any one will tell me, sir, where there is a worse road, I will go a darned long way to see it, I will," said he.

About a quarter past one o'clock, after an early dinner, we left Ticonderoga for Rouffe's Point, a distance of 100 miles, where we are to get the railway train for Montreal, a farther distance of 45 miles. We arrived at Rouffe's Point about nine o'clock, and, this being the boundary between the United States and Canada, we had to submit to an examination of our luggage by the Revenue officers. After the silly ceremony of looking over our baggage had terminated we started by train on the Grand Trunk Railway of Canada for Montreal, where we arrived at midnight. We passed, of course, over the River St Lawrence by means of the celebrated Victoria Railway Bridge. Having obtained our baggage, we drove off at once to the St Lawrence Hall Hotel, where we secured rooms. On looking over the "Arrival List"—a book kept at every hotel, and where every new guest so soon as he arrives is required to write his name—we found that nearly all the ladies and gentlemen from Glas-

Sept. 12. gow who came over in the "Ruffia" were either at present in the hotel or had been within the last two days.

Sept. 13. Had a call from Mr Allan G. Sheriff (son of Mr George Sheriff of Glasgow), offering his services to shew me the notable places of the city of Montreal. After conversing with him for some time, and thanking him for his kind offer, which I found I could not accept, I went to the bank here to exchange two of my circular notes, receiving for my £40 sterling 191 dollars 77 cents. Afterwards I called on Messrs S. W. Beard & Co., when Mr Beard kindly came out along with me and shewed me the Montreal Docks and a canal running up alongside the River St Lawrence, which enables steamboats, barges, and "lumber" (*i.e.*, timber) boats to avoid the rapids in failing up to or coming down from the smooth waters of the river. Afterwards drove out with Mr Beard in his *buggy* (a carriage so called) to his dwelling-house, situated on the *mountain* behind Montreal, and had the pleasure of being introduced to Mrs Beard. The mountain, it may be explained, is a local name for the high grounds on which most of the upper classes here have their houses. Walked over Mr Beard's grounds, about eleven acres in extent, and drank a glass of champagne, also ate some fruit, the nectarines and peaches being grown in his own garden. Before leaving, Mrs Beard presented me with a fine bouquet of flowers, which upon my arrival at the hotel I sent up to Mrs Arthur's room with compliments. After dinner, which was served at half-past five o'clock, I walked down with my travelling companions to the Merchants' Exchange to read the newspapers, but that establishment was unfortunately shut. I had, however, been there myself during the day, and read the first Scotch newspapers I had seen since leaving home—namely, the *Scotsman* and *North British Daily Mail* of dates 30th and 31st August. Immediately after dinner, I had the gratification of receiving a letter from Mrs Watson; it was dated 29th August, and conveyed the pleasing intelligence that all were well at home. As the post box was to close in a short time, I at once wrote home, acknowledging my wife's epistle. At nine o'clock I finished writing this, and am off to bed. *N.B.*—This is the first wet day we have encountered since leaving New York.

Sept. 14.

Jumped out of bed this morning at six o'clock, took a cup of coffee, then off to the railway station per omnibus, where we booked ourselves for a village named La Chine, about nine miles above Montreal, on the edge of the river, our object being to go on board a steamboat to sail down the rapids of the St Lawrence. These rapids, which you have no doubt read about, are the most turbulent of all the rapids on that river, and most expert steering is required to avoid the risk of being bumped on the rocks, or probably shipwrecked. "Shooting the rapids" is quite a pleasurable excitement, and is performed under charge of an expert pilot, who guides the steamer with marvellous dexterity through the intricate channels, keeping cool and collected all the time, doubtless quite aware of the terrible responsibility with which he is invested: one false move, and the steamer might be dashed to pieces in a few brief moments! Three or four men are always required at the wheel to keep the vessel steady. I need not say that we were so fortunate as to "shoot the rapids" in safety, and, passing under the Victoria Tubular Bridge, arrived once again at Montreal to breakfast, after which we hired a carriage to drive up the mountain, and take us also to the other sights of Montreal. In the course of our little tour we passed a number of fine private dwelling houses, among others two belonging to the Brothers Allan, principal owners of the line of steamships which sail between Liverpool, Glasgow, and Montreal. Visited, among other places, the Episcopal Church, which contains seats for one thousand persons, also the Jesuit Cathedral, Notre Dame, and the Water Works. I may state that the view from the mountain of the city of Montreal, the river and its huge bridge, and the scenery beyond, is varied and picturesque, embracing a vast extent of country—from the city at its foot, with its buildings and spires, the island of St Helen bristling with cannon, to the far distant green hills of Vermont. Northward stretches the Ottawa, and in the east and west flows the mighty St Lawrence. I may just note here, as a sample of how business is done now-a-days, that before going away for our drive, I had occasion to telegraph to my office in Glasgow the following message—"With Beard, wants coal immediately—advise Glencairn;" and for telegraphing these seven words I paid twelve dollars, or £2, 8s. sterling.

Sept. 14. Montreal is a very fine city, containing many splendid buildings both public and private, and these, speaking generally, are built of a native limestone which very much resembles granite. There are only one or two very good streets, in which the principal shops are situated—viz., St James Street and Notre Dame Street; my hotel is in the former. The population of the city is now about 130,000 souls. Montreal is built upon an island near the junction of the Rivers Ottawa and St Lawrence, and is connected with the mainland by the Victoria Bridge, which is a monument of engineering enterprise. Except as regards the timber trade, Montreal is the chief port through which the Dominion maintains its relations with the Old Country. Having previously determined to start for Quebec after dinner, going by river and rail, and procured tickets "there and back," at seven o'clock we went on board the steamboat "Montreal," and our sleeping berths being allotted to us, we started on our voyage, the distance from the one city to the other being 150 miles. The sail down the St Lawrence was exceedingly picturesque, the moon being nearly full and the weather fine and bracing. Supper being included in the cost of our fare, we enjoyed that meal at half-past nine o'clock, and in an hour afterwards we were snug in our berths.

Sept. 15. We arrived at Quebec—the oldest and, after Montreal, the most populous city in British North America—about half-past seven o'clock in the morning, and at once drove by omnibus to the St Louis Hotel, but that house being full of visitors, we were obliged to sleep at another hotel belonging to the same proprietor (Mr Ruffell), called the Clarendon; we took our meals, however, in the St Louis. After a brief stroll through a portion of the town, we attended public worship, and heard a sermon from the Rev. Dr Cook of the Scotch Presbyterian Church. About one o'clock we started upon a four hours' drive to Montmorencie and other places of interest to strangers, visiting by the way the Citadel, which has been called the Gibraltar of the New World. One of the foldiers, about 200 of whom are in garrison, conducted us round the forts, from which we obtained a fine view of both the upper and the lower town of Quebec, the River St Lawrence, the Isle of Orleans, and the country as far as Mont-

Sept. 15.

morencie. We had here the pleasure of seeing the Governor General of Canada, Lord Dufferin, and his lady, walking about for an airing quite *à la ceremonie*. Driving over the Plains of Abraham, we saw the spot where General Wolfe fell. Outside the walls—for Quebec is a walled city, and to students full of historic interest—are the suburbs of St Roche and St John, which extend along the river St Charles to the Plains of Abraham. On our way to the celebrated falls we passed through the town of Beauport, wholly—a family or two excepted—occupied by French Canadians; and I may just state in this place that a large number of the inhabitants of the city of Quebec, as well as many of the people in the neighbouring districts, speak the French language, although it is more than a century now since the province was taken from the French, to whom it formerly belonged, and with whom it was a pet colony.

On arriving at Montmorencie we were conducted by a boy, through pleasant and picturesque grounds, to see the celebrated falls, at a charge of a quarter dollar each. We were greatly pleased with the sight: the water of the River St Charles being in pretty full volume, the waterfall, which is of great height—not less than 250 feet—was well worth seeing, the stream falling in an unbroken mass of great breadth till halfway down, when it dashes against an enormous rock and sparkles into foam. In winter the water freezes and the scene changes: the fall then forms a huge cone of ice 100 feet high, which is annually the scene of great merriment, as thousands of people, bent on holiday sports, flock to see the wondrous sight. The River St Charles falls into the St Lawrence at this place.

On our way back from Montmorencie we came through the lower part of Quebec, which very much resembles the town of Dieppe and other French towns. Many of the buildings are old world like, and seemed to be in a tumble-down sort of condition; while not a few of them have piazzas and walks round them, which, when first erected, would doubtless remind their proprietors of some sweet spot in their native land which they might never see again. In the lower part of Quebec are situated the chief private commercial establishments, as also the

Sept. 15. Banks, Exchange, and Post-Office. On reaching our hotel we took dinner, and about half-past six o'clock I called for Mr Andrew Webster at his dwelling-house, but found that, along with his eldest son, he had gone to church. I saw Mrs Webster, however, and one or two members of her family. She has nine children living, the youngest two being twins, a boy and a girl named Lorne and Louise: after a pleasant chat of twenty minutes' duration I came away, having arranged to meet Mr Webster at the St Louis Hotel to-morrow morning. Hearing many people speak highly of the service of the English Church, I went there in the evening, and heard an excellent sermon, then home to bed. Weather fine, but cold.

Sept. 16. Mr Webster called after breakfast, and we went out along with him to view the city, first visiting the French Cathedral, where a funeral service was being conducted: the sister of one of the Members of Parliament for Quebec being about to be buried. Afterwards called at an extensive shop along with Mr Webster and purchased a large and handsome dark-brown bear-skin, suitable for a carriage rug, the price of which was 40 dollars, equal to £8 sterling of British money. Afterwards walked down to the lower part of the town by way of "Break-neck stair," and inspected a house that had fallen on Saturday, but fortunately without causing any loss of life. We then called at Mr Webster's place of business, or "store," as such places are usually called in America and Canada, and were introduced to his partner, Mr Dinning, who was very glad to see us, and recollected being at Glencairn about eight years ago, along with Mr Robert Webster: being myself away from home at the time, he saw Mrs Watson. Mr Dinning conducted us to the wharves and storehouses which his firm (Dinning & Webster) have rented from the Town Commissioners: the firm, I am glad to think, appears to be a thriving one, doing a large business. At twelve o'clock we sat down to a champagne luncheon provided by our friends, and at one o'clock we crossed by a ferry boat to Point Levi, where we took the train to Montreal. On our way there we halted at various stations: Methott's Mills, Arthabaska, Danville, Richmond (where we partook of tea), St Lambert, and others. We reached Montreal about ten o'clock in the evening,

and of course went again to the St Lawrence Hall Hotel, where I received a cable telegram from Mr McLure, my cashier in Glasgow, which had been forwarded to me from New York. Sept. 16.

Up this morning at six o'clock, and drove to the railway station, where we took tickets by rail and steamboat for Ottawa. At La Chine, about nine miles from Montreal, where we had been on Saturday, we went on board the "Prince of Wales" steamboat, which conveyed us up the St Lawrence and River Ottawa as far as Carillon, where we again took the train, thus avoiding the shallows and rapids of the River Ottawa. At the terminus of the railway, at a place called Grenville, we again boarded a steam-vessel, the "Victoria," which takes us right on to Ottawa, where we expect to arrive to-night at about half-past six o'clock. We breakfasted this morning on board the "Prince of Wales," and (four o'clock P.M.) we have just finished dinner on board the "Victoria." We are enjoying this day's sail very much, the weather being delightful—neither too hot nor too cold. Met on board Mr David Campbell, late of Glasgow, whose father was at one time cashier to Mr Dixon, of Govan Iron Works. He was accompanied by his wife and nephew, and the party were going on a pleasure excursion to Ottawa. There were also on board two Members of the Canadian Parliament—the Hon. John Hamilton and the Hon. Mr Cameron—likewise Mr Ogilvie, of Montreal, a friend of Mr Hendrie's, along with his son, who were going to their shooting quarters. All along our route, both from Quebec to Montreal and from that city as far as we have yet come, large tracts of plantation had been on fire; such fires, it seems, are frequent in the Canadian forests, and as they cannot easily be extinguished, many thousands of acres of trees are consequently burned down. Young trees, however, soon feed themselves, and replace those which are consumed. The accommodation on board the steamboats by which I have been travelling has been throughout excellent. A gentleman on board informs me that it will be nearly eight o'clock to-night ere we arrive at Ottawa, as our steamboat has been losing time. Sept. 17.

On our arrival at Ottawa last night, about eight o'clock, we drove Sept. 18.

Sept. 18. by omnibus to the principal hotel, called the "Ruffell Houfe," where we obtained apartments. After partaking of breakfast in the morning, we took a stroll through a portion of the city, the two principal thoroughfares of which are called Sparks and Rideau Streets. We visited the two Houses of Parliament: the Upper House is composed of about seventy members, and the Lower House of two hundred members. The public departments of the Dominion have their offices in these buildings, which are built in three separate ranges overlooking the Ottawa River, and have a commanding appearance: they are just being finished, and are all built of stone and marble, the latter material being obtained from quarries in the neighbourhood. We next visited the Falls of the Ottawa at Chaudiere. These falls are very fine, but not equal in respect of height to those we saw at Montmorencie, although the volume of water is greater, as nearly the whole of the river, which is much larger than the St Charles, flows over the precipice. A portion of the stream a little way above the falls is dammed, so as to supply various large saw-mills, two or three of which we visited: that belonging to Messrs Parley & Parry is one of the finest saw-mills in Ottawa, the chief seat of the *lumber* trade in Canada. All dealers in wood or timber in this country are designated lumber merchants. The saw-mills, which are erected on each side of the river, are wholly driven by water, a power which is greatly utilized in America and Canada. These mills supply all parts of the country with wood ready cut up for house-building purposes, &c., besides exporting to other countries, *via* Montreal and Quebec, large quantities of cut timber. The city of Ottawa is yet in a very primitive state; but, having been made the capital city of the Canadian Dominion, it will in all probability improve both in size and appearance in the course of a very few years. Rapidity of progress is the order of the day in the New World; indeed, towns seem to spring up and rise into importance with magical celerity. Such is the spirit of enterprise abroad in this country, that the hamlet of to-day becomes the town of to-morrow, and the city of a year later! The annual Agricultural Show being open at the time of our visit, we went to see it. The exhibition was interesting, although, when compared to such shows at home, not very grand; but it is improving and extending

year by year. All kinds of agricultural material both for cultivation and amenity were exhibited—horses, cattle, sheep, pigs, dogs, and poultry, as well as carriages, sewing machines, and various agricultural implements. Several Scotchmen who had “exhibits” on the ground were very glad to see us, and shewed us every attention. We found that some of the Glasgow friends who came over with us in the “*Ruffia*” had been here three days ago—viz., Messrs Moffat, M'Ewan, Galbraith, and the two Kidstons; and to-day Mr and Mrs Arthur and Mr Stott have arrived at this hotel. Off to bed at nine P.M., as we require to be up to-morrow morning at six o'clock.

Sept. 18.

After taking an early breakfast, we started at 7.30 for Prescott, intending to take the steamboat there at half-past nine o'clock to Kingston, for the purpose of sailing through the thousand isles of the St Lawrence, and at Kingston we proposed taking the train to Toronto, which would be passing about one o'clock to-morrow morning (Friday). Upon our arrival at Prescott we found that the steamboat, which had to come from Montreal, was likely to be three or four hours behind time, and, as the day was rather wet, we fixed upon taking a train direct from Prescott to Toronto, which we did about half-past one o'clock. On our way from Prescott we saw the St Lawrence on our left, and near Kingston we observed several of the picturesque isles which form the great group so much admired by travellers. We touched at various towns, among others Brookville, Landdowne, Kingstone, Belleville, Cobourg, Port Hope, and Whitby. The country along the north shore of Lake Ontario from Prescott to Toronto is very fertile, and generally well cleared of the original plantations. The houses along the routes we have been travelling, it is noticeable, are nearly all built of wood, and both in the villages and in the interior of the country this material, so useful and so near at hand, is constantly utilized, not only to erect the log hut of the newly-arrived emigrant, but also the more elegant frame house of the well-to-do settler who, having overcome his early difficulties, is now branching into the luxury of a more elegant home.

Sept. 19.

Having, on our arrival at Toronto this morning, taken apartments

Sept. 20.

Sept. 20. at the Queen's Hotel, we enjoyed a few hours' rest before being called to breakfast, after partaking of which we proceeded to stroll along King Street and Yonge Street, which are the two principal streets of the city. At twelve o'clock Mrs Orr (my wife's sister) and her two children, Minnie and Joan, called at the hotel to see me, when we went out together to view the town, and passed the time in doing so till two o'clock, after which we returned to the hotel to dinner. Dinner being over, we proceeded to the railway dépôt (as all railway stations are called both in Canada and the United States), where we met Mr Orr. We then all walked out and inspected part of the harbour and the termini of the various railways which touch at Toronto. The new Union dépôt presently being built to accommodate the traffic of the following companies—viz., the Grand Trunk, the Great Western, the Toronto, Grey & Bruce, the Northern Railway of Canada, and the Toronto and Nipissing Railways—is a very splendid structure, and when completed will be the finest building of the kind in the Dominion for railway purposes. Arranged that Mr and Mrs Orr and their children should all meet me to-morrow night at the Clifton Hotel, Niagara Falls. At four o'clock I returned to the Queen's Hotel and met the Messrs Hendrie and Captain Dick, the proprietor of the house, with whom we had agreed to drive for a couple of hours in the country. We proceeded first to the Queen's Park, through which there are several good roads shaded with trees. About the centre of the ground are the buildings of the Toronto University, a portion of which we were shewn over; the tower or spire of the building is 120 feet high, and the avenues of trees leading to the city are worth seeing. Afterwards we visited Ofgood Hill, where the Law Courts are held. We then drove out through Yonge Street for four miles. This street is said to be about 35 miles long, stretching out, of course, far into the country—all the way, in fact, to Lake Simcoe! Think of that, and consider that about eighty years ago the site of this busy town was occupied by the wigwams of two Indian families! In the course of our drive we passed a two-storey house right in the centre of the street. It was in the act of being removed to another site. Although to a European this forms a strange spectacle, it is not an uncommon sight in this part of the

globe—some of the largest houses, hotels, and warehouses of America having been, from time to time, removed either from one street to another or backwards or forwards as the case may be. Stopped at a house and drank a glass of champagne with Captain Dick, who had very kindly brought a bottle or two in the carriage. Afterwards we called at a nursery and ate a few grapes and peaches, tasting at the same time some other fruit. We reached our hotel shortly after six o'clock, and, two hours afterwards, I called on Mr and Mrs Orr at their residence, and after passing a pleasant hour with them, came home to bed. Sept. 20.

Breakfasted at six o'clock, and an hour afterwards went on board a steamboat, on which we crossed Lake Ontario to Lewiston, a very pleasant three hours' sail. At Lewiston we got a train on the New York Central Railway for Niagara Falls, and arrived at the Clifton House Hotel at eleven o'clock A.M. We at once hired a carriage, and drove to all the principal sights both on the Canadian and American sides of the River Niagara—such as the Whirlpool below the Railway Suspension Bridge, the Devil's Hole, Goat Island, from which we obtained a splendid view of the rapids immediately above the Horse Shoe or Canadian Fall, also the American Fall, and the three sister islands which stand detached among the rapids, but are connected with each other by suspended wire bridges. The Falls of Niagara are of the wonders of the world, no sight having been so often described or so much written about. We were all very much impressed with the mighty grandeur of the falling waters, and lingered long viewing the scene at all its points of vantage. Returning again to the interesting sight after dinner, we walked along the Canadian side of the river in order to obtain another view of the two large falls, as well as the Bridal Wreath Fall and the Cave of the Winds Fall. I shall not attempt to give you any formal description of the Falls of Niagara, which are undoubtedly the greatest natural wonders of America. So many accounts of the majestic scene have been published by well-qualified writers, that all the world is now familiarised with "the thunder of waters," which can be heard at a great distance as one approaches or leaves the place. It is difficult to contemplate this wondrous mass of falling water without being awe-stricken, or without a sense of

Sept. 21. personal insignificance stealing over one as he gazes at the mighty elemental phenomena spread around. All the Scottish water-falls or Swifts cataracts that you have seen or read about are, to use a homely simile, as one drop of water to a bucketful, when compared with the great rush and mighty volume of the Falls of Niagara. The figures and statistics of the world-renowned scene are of considerable interest, especially to persons who have not had the advantage of viewing it. The Niagara River, on which is situated the falls, is a part of the boundary which separates America from Canada ; it is formed from the accumulated waters of some of the great lakes, coming last of all from Lake Ontario. The falls occur at a distance of 22 miles from Lake Erie, and are divided into two—one, the American Fall, is 900 feet wide and 164 feet high, whilst the other, named the Horse Shoe or Canadian Fall, is 158 feet high and 2000 feet wide, and it has been calculated that not less than one hundred million tons of water flow over these giant precipices every hour ! It is no wonder, then, that thousands of people from all parts of the world flock to the Falls of Niagara.

Sept. 22. My friends, the Hendries, having gone off to Chicago, as previously arranged, to meet their brother, I was left alone with Mr and Mrs Orr and their two girls (who arrived last night) ; so about eleven o'clock I hired a carriage that we might visit together the surrounding country, both above and below the falls. We drove through Drummondville to the burning sulphur spring, situated alongside the upper rapids on the Canadian side of the river, coming back to dinner about three o'clock, after which we walked over the new Suspension Bridge to the American side, where we strolled about for an hour or more, returning to the hotel to tea ; after which, in preference of Mr and Mrs Orr, I wrote up this Diary to date, having arranged with them to visit Buffalo, which is situated at a distance of 25 miles from this place, and to which we proceeded by railway in the morning. We again met Mr and Mrs Arthur and Mr Stott at breakfast here this morning.

A DETOUR TO BUFFALO : ST CATHERINE'S.

Sept. 23.

Left the Clifton Hotel at 8.30 this morning, and, along with the Orrs, took train from Niagara Falls Station, by New York Central Railway, to Buffalo, where we arrived about half-past ten o'clock. On our way we observed several peach and apple orchards in full bearing, which looked a pretty sight, and gave additional interest to the scene. At La Salle Station the platform was nearly covered with willow baskets full of peaches, each containing about one bushel of 60 lbs. weight. An immense trade is carried on in peaches in both Canada and the United States, where there is a ready market for the fruit. They are sold fresh and plump as gathered, but thousands of bushels are also cut up, mixed with syrup, and sold in cans. The trade in *preserved*, or, as they are called throughout America, "canned" fruits of all kinds, is increasing amazingly. At Tonawanda Station we crossed the Erie Canal, which I had formerly seen at Albany and Troy. This canal extends from Albany to Buffalo at the eastern end of Lake Erie, a distance of upwards of three hundred miles, and the chief traffic upon it during the navigation season (it is, of course, frozen over in the winter) is in grain, lumber, and other produce brought from the Western States to the Atlantic seaboard by way of the Hudson River from Albany to New York. There are two direct lines of railway from Buffalo to New York—viz., the Erie and the New York Central—and yet a third is now in progress to run along the north shore of the Hudson River, but it is thought that even when this new railway is completed, the three lines will not be sufficient to convey the rapidly increasing produce of the west. On our arrival at Buffalo we proceeded on foot along Main Street, making one or two purchases by the way, to the Tiff House Hotel. Buffalo is a large and populous city, being the third town in point of size in the State of New York, and contains 118,000 inhabitants. It is situated at the mouth of Buffalo Creek, at the head of the Niagara River, at the eastern end of Lake Erie. The harbour is a fine one, and the city has a water frontage extending five miles in length, partly on the river and partly on the lake. It is a very busy city Buffalo, as its situation enables it to do a

Sept. 23. large trade in the lake-borne commerce, nearly three-fourths of which must pass through in going between the East and the great North West. The buildings in the city are well proportioned; the streets wide and straight, and, as usual in most American cities, they are laid out at right angles. There are numerous public buildings and libraries in Buffalo, and more than seventy churches. When I state that the population of the city was increased in the ten years from 1860 to 1870 by 37,000 persons, it will give you some idea of the vast rate at which the United States of America are progressing. As dinner was not served till one o'clock, we strolled out again to look about us. At two o'clock we took a carriage for an hour's drive, passing along Delaware Avenue, where we saw many stylish private houses, built chiefly of brick or stone; returning by the eastern end of Main Street and along Swan Street, we reached the railway dépôt at 3 P.M., going by way of Suspension Bridge (Niagara Falls), per Great Western Railway of Canada, to St Catherine's, where I write this, in the Welland House Hotel. In crossing the Suspension Bridge we were gratified with another fine but distant view of all the falls. As the train passes over the river very slowly, one has time to enjoy the scenery from the platform at the end of the car. Seeing the great falls above and the boiling rapids below the bridge, is certainly a wonderfully impressive sight. At Thorold Station, nine miles below Suspension Bridge, we crossed the Welland Canal, which forms another link between the western great lakes, *via* Lake Ontario, by which the ever increasing produce of the western United States is also transported, by Canadian waters, to Quebec. The western great lakes referred to are Lake Superior, Lake Michigan, and Lake Huron, which is connected with Lake Michigan by a canal called Sault-ste-Marie. Lake Huron empties into Lake St Clair, the latter into the Detroit River flowing into Lake Erie, the latter again, as has been explained, by the Niagara River over the falls into Lake Ontario. Shortly after arriving at the hotel here, I had a nice tepid salt water bath—the salt water being supplied by a natural spring 270 feet under the surface. I was attended by a nigger called Henry, *alias* the "Doctor," thoroughly up to his business, and who "kneaded" me and bathed me to perfection. He said I was altogether in fine condition, only I would perhaps be all the better of taking a slave out of

my bicker ! Who could have expected to hear a Scotch faying like that from a nigger ? We were all very much pleased with the day's excursion, the pleasures of which were greatly enhanced by fine weather. Retired to bed about nine o'clock. Sept. 23.

FROM HAMILTON TO LONDON.

Before leaving St Catherine's, I must pay it the compliment of faying that it is a very pretty town—not large, but with fine drives around it, in a nicely wooded country. Missed seeing Mr and Mrs Arthur : they had been here during the day, but had left before our arrival. Left St Catherine's at half-past seven for Hamilton, where I arrived about nine o'clock. We halted at Grimby by the way, where I had a few minutes' chat with Mr Orr's father, who is station agent there : and at Hamilton Mr W. Orr parted with us to proceed to Toronto. Met Mr William K. Muir, general superintendent of the Great Western Railway of Canada, who asked Mrs Orr, her two children, and myself to meet him at his house at one o'clock, as Mrs Muir was expecting us to dine and spend the day. Proceeded to the Royal Hotel, in James Street, where I secured apartments for the night : but this was only accomplished after some difficulty, the town being crowded with people from all parts of the country, who had come in to see an exhibition of horses, cattle, pigs, poultry, fruit, and agricultural implements, as well as all kinds of cloths, furs, sewing machines, &c. Dined with Mrs Muir, and after dinner drove along some of the principal streets, such as King Street and James Street, in the first of which are situated all the principal shops. We afterwards proceeded to the Exhibition grounds, where what is called the "Crystal Palace" is situated, in the centre of a large park. This Exhibition or Agricultural Show is open to the whole province of Ontario, and is held "time about" in four towns—namely, Hamilton, London, Ottawa, and Montreal ; but I may mention that these towns have an annual show of their own in addition. The Crystal Sept. 24.

Sept. 24. Palace is not a large edifice, but it is very substantially built, and on this occasion contained the finest show of fruit that I ever remember to have seen either in Great Britain or on the Continent. It consisted chiefly of apples, pears, peaches, open-air grown melons, and other fruits. The exhibition of sewing-machines, workmen's tools, manufactures of various kinds in leather, cloth, and other fabrics, was also very good. I paid some attention to the quick-trotting horses, which were exhibited in pairs in a light machine, and driven round a large circular space about 250 yards in diameter, the speed of some of the animals being remarkable. The show of Ayrshire cows was also very good; indeed, considering that that particular breed has been imported, it was remarkable. There was an immense show of pigs, far surpassing any show of the kind I ever witnessed before, but, having seen this Exhibition, I can easily understand where the long trains of live pigs, sent to the East, New York, &c., come from. The farmers here prefer to feed pigs on Indian corn and other grain, because they make most profit by doing so. I may mention that we saw the Hon. Isaac Buchanan and his wife, a sister of Mr Jarvie of Glasgow, in the show grounds. Drove back to Mrs Muir's, and drank tea along with Mr Muir and their children. Spent the evening with them until about nine o'clock, after which home to our hotel to bed.

Sept. 25.¹ A wet morning! We therefore were not in a hurry to leave our hotel, where we had a call from Mr Muir and Mr Steele, a shipbuilder of Ayr, who has come to Canada on a visit to some of his relatives. Parted with them, and then called on Mr Stanbury, whom I found standing at the door of his warehouse. Next called on Mr Leggat, of Wood & Leggat, who have an ironmongery store, and conduct a very large business. Mr Leggat shewed me through the premises, and mentioned that their stock of ironmongery, tools, steel, and stores of various kinds, was worth at least £60,000 sterling. Their trade is chiefly wholesale—the retail trade being of little importance. Called on Mr George Martin, an old clerk of mine, who is now bookkeeper in the dry goods store of M'Lellan & Co., 53 King Street, West. At the bank to-day I was charged 8 per cent. for discounting my circular notes—viz., four dollars for each £20 cashed. After making another call on Mrs Muir to say

Sept. 25.

good-bye, and to thank her for much attention and kindness, we came back to our hotel, settled our bill, and departed to the railway dépôt. I am much pleased with Hamilton; it is a very nice town indeed: the streets are wide, although not well kept in the centre, and, as usual in all the Canadian towns I have visited, the sidewalks are laid with wooden planks, sometimes laid across, and at other times lengthways, which must add to the general danger in the case of large fires. It may be mentioned that a principal feature in some of the streets is the appearance of single and in some instances double rows of trees on each side. We were detained at the dépôt a couple of hours, owing to an accident to a train, caused by the breaking of an axle, but at length, all being made right, I parted with Mrs Orr and her children, who were going home, and then mounted the cars of my own train, which was to carry me to London. Having selected a parlour car, I found that dinner might be obtained in the hotel car adjoining, and, accordingly, I made one of the party of about a dozen who were to dine, and a most excellent meal we had, consisting of fine tender chickens, juicy chops, and potato chips, finished off with a cup of coffee, the charge for all I had being 1 dollar 15 cents, which is equal to 4s. 10d. of English money. Being thus able to secure a hot dinner, cooked in a railway train going at the rate of 30 miles an hour, was a novelty to me and some of the other travellers. When may we expect to have such a novelty in the ride between Hamilton and London in Britain as I experienced between Hamilton and London in America? On our way we passed various towns, and, among others, a very picturesque one called Dundas, Harrisburg, where there is a junction for trains proceeding to Southampton on Lake Huron, Paris, and Woodstock. From Hamilton to London the country is pretty well cultivated, the old plantations mostly cleared away, and, generally speaking, as far as the eye can reach, the appearance of the land, as seen from the train, is very much like the "Old Country," as England and Scotland are usually called here. There are fine orchards near Dundas and Paris, and the general scene looks attractive to the settler, and for settlers (immigrants) of all kinds there is abundance of space in the Dominion of Canada, where thousands and thousands of acres afford room for the industrious husbandman and mechanic. The train arrived at London about half-past

Sept. 25. eight o'clock, and I was received by Mr John Walker, who had been waiting for me, and who insisted on carrying me off to his own house, and not allowing me to proceed to the Tecumstie Hotel, as was my intention. I met at his house Sheriff Munro and another young gentleman, a German; remained chatting with Mrs Walker, who had been to a dinner party, and the others till about eleven o'clock, when I went to bed.

Sept. 26. Up betimes this morning in order to finish and send off a letter to my wife and the dear ones at home, this being the day for the despatch of the mail *via* Quebec. Having finished my letter and enclosed in it a portion of my Diary, I went to breakfast, which was arranged for nine o'clock. Afterwards I drove with Mr Walker, in his open machine with pair of horses, to explore the town and neighbourhood, as also to visit his oil works, which are very extensive, producing 2400 barrels of refined oil weekly—a quantity which is equal to fully 100,000 gallons. Sulphuric acid is also produced at these works, likewise vitriol and superphosphate from bones, as well as a mineral called "appatite." After driving through the principal streets of the town, Richmond Street and North Street, and seeing two building lots Mr Walker had recently bought, one of 115 acres and the other of 72 acres, I took the train at one o'clock for Detroit. London is a very nice town, with the usual double and single rows of trees along each side of the residential streets, the population being about 20,000.

TO CHICAGO BY WAY OF DETROIT.

Left at one o'clock by train for Detroit, and on the way we passed several towns, among others Appin, Glencoe, and Bothwell. Saw Lake St Clair on the right, with a few ships moving about on its waters. This lake is not nearly so large as some of the others I have mentioned, and empties, by means of Detroit River, into Lake Erie. Arrived at

Sept. 26.

Windfor, a town opposite to Detroit, and separated from it by the river, and as Detroit (Michigan) is a portion of the United States, our baggage required to be submitted to the examination of the authorities. Having crossed the river by a steam ferry boat to Detroit, on arrival there I hired a carriage so as to view the place, and have a drive through the principal streets and avenues of the town—the Wooded Avenue, Fourth Street, &c. Detroit is a splendid town, and, I think, not even excepting Montreal, the finest I have yet seen on this continent—New York, of course, excepted. Detroit has been fancifully named “The City of the Straits,” and is one of the oldest towns in America, having been founded by the French as a missionary station in 1670. It is interesting to know that Detroit has been planned in a peculiar way, having been laid out originally as a circle, with avenues radiating from a common centre; and there are a number of little triangular parks which are very ornamental to the city, which is laid out alongside the river for a length of about three miles, and looked to me to be more a residential city than a business place. The town has a great many fine schools, and an admirable system of education. The City Hall is a splendid structure, being built in the centre of a very large space of ground, not exactly a square, into which several streets, seven in all, I think, debouch. In this block of ground a monument has been erected in commemoration of the late war, and on the top of the structure, which is about 50 feet high, a statue of Liberty has been placed, and underneath, at equal distances round the monument, are other four allegorical figures. The population of Detroit is upwards of 100,000 persons. Visited an hotel and partook of supper, and, having a couple of hours to spare, brought up this Diary while waiting for the train due at 9.40 P.M. to Chicago, a city which I am anxious to see, and at which I expect to arrive at eight o'clock to-morrow morning. I have engaged a berth in a sleeping car, and hope to have a trial of that way of travelling to-night. It appears that the train from the east is about an hour late, so, writing in the waiting-room, I may add a line or two to this record. Two sleeping drawing-room cars having been put on at Detroit Station for Chicago, I got the berth I had asked for at a cost of two dollars, and, having undressed, went to bed in the carriage while it was waiting in the

Sept. 26. station. The train started for Chicago about eleven o'clock, and, after a pleasant run, during which I enjoyed a good sleep, arrived there about ten o'clock in the morning.

Sept. 27. While on the way from Detroit I found the sleeping car very comfortable, bearing a considerable resemblance, as regards dressing conveniences, to a berth on board of a first-class steamboat. Boots are brushed, soap and towels are provided for washing and dressing, as well as other conveniences for making a comfortable toilet; in fact, a man may obtain a good night's rest during a long journey, and be ready to transact business immediately on the arrival of the train at his destination—indeed, I noticed several gentlemen who evidently had such intention. On my arrival at Chicago I drove in an omnibus to the Sherman House, where I found, upon looking at the Strangers' Book, the Messrs Hendrie were staying. Afterwards, whilst driving about, I was much struck by the prominent evidences of the devastation caused by the great fire in October last year, as also by the strenuous and very wonderful efforts which have been made to repair its ravages. New and handsome buildings are being rapidly erected, and I have no doubt that, in a couple of years from this time, all traces of the great conflagration will, so far as covering the old ground with better, larger, and more substantial buildings is concerned, be entirely effaced. All the new houses are being built of stone and brick: such wooden erections as were hastily put up to meet emergencies immediately after the fire will ultimately be replaced by substantial edifices. Any person doubting the energy of the American character should visit Chicago, where he will see how men rise to an occasion. In some places, after such a calamity as was experienced a year ago in this city, the people would have sat down amid the ashes and given way to despair; but in Chicago, so soon as the fire had been got under or had burnt itself out, men began at once to act—to replan, to rebuild—and now the city is rising from its ashes like a phoenix, more wonderful than ever: many of the new buildings being like palaces.

After breakfast, Mr John Hendrie having arrived, we went out, and,

Sept. 27.

obtaining money from the bank, called at the Cunard Office and secured berths in the steamship "Cuba," which sails to Liverpool from New York on Wednesday, 23d October. Afterwards, accompanied by Mr Hendrie, I called on Widow Ruffel, and had the pleasure of handing over to her the amount of the subscriptions I had received on her behalf—viz., one hundred and fourteen dollars, a sum equal to £21 sterling. The poor widow, who seems a most respectable and industrious person, and six of her children who were present, seemed very grateful for this unexpected gift, for which they thanked me very warmly indeed. Having a carriage with us, we visited a grain elevator, one of the largest in Chicago, situated between the River Michigan and the railway. We were taken by a person in charge to the top of the building, where we saw a method of elevating, weighing, storing, and loading ships or railway cars with grain which was new to us, and with which we were highly pleased. The elevator or building which we visited belongs to a Mr Buckingham, and is so capacious that it can store one million and a half bushels of Indian corn or wheat, and one and three quarter million quarters of oats. A vessel of from 500 to 600 tons burthen can be loaded in about three hours, and every bushel of the grain be weighed before being shipped, the weighing being accomplished by large weighing machines placed at every hopper, which can weigh, as a general rule, 350 bushels of oats or Indian corn at a time. Of course the grain is not in bags, but entirely loose, and the elevators are fitted with scoops, on the same plan as dredging boats on the Clyde. The Board of Trade of Chicago has promulgated very stringent regulations as to the weighing and transfer of the grain stored in the elevators, but in spite of these rules I fear there is considerable looseness in the business, and that purchasers do not always obtain their parcel according to sample. I should fancy there are nearly twenty of these "elevators" or granaries in Chicago, and I was told that their storage capacity was equal to 11,000,000 bushels of grain. As many as 17,000,000 bushels of wheat reach this busy city in a year. Drove through other parts of the city in order to see still more of the ruins, and observe the activity displayed in the re-erection of the burned portions, and this re-erection is being accomplished in a way so splendid as to excite even the astonishment

Sept. 27. of former residents of the fine streets and avenues. Dined at half-past four o'clock, having previously had a tepid bath. Met Mr Hendrie's brothers James and William, the latter having been a resident in Chicago during the last twenty-two years. After tea devoted an hour or more to writing up this Diary.

Sept. 28. To-day we were joined after breakfast by Mr Hendrie's eldest brother, Alexander, who had made a run up from Kentucky to see his brothers. The five of us—that is, Alexander, James, William, and John Hendrie (I have placed them in the order of seniority), and your humble servant—then proceeded by street cars to see other places in and around Chicago. We first drove about six miles from the centre of the city to the Union Stock Yards, a large field containing upwards of 200 acres of land, all divided into pens for horses, cattle, sheep, and pigs: the field being intersected by railways at convenient distances, to facilitate the loading and unloading of the various classes of animals. We were much amused by the "stock tenders," or young fellows in charge, not exactly galloping, but gently cantering or pacing at the rate of five or six miles an hour from one part of the field to another, flourishing and cracking their long lasso whips as they drive cattle from the railway cars to be weighed alive previous to being placed in the enclosures. We saw one lot of seventeen cattle driven on to the weighing machine and weighed in a body, the aggregate weight of the lot being 18,904 lbs. I fancy the railway companies charge their carriage rates by weight; and it is advantageous to know the weight either in buying or selling cattle. All the pigs and sheep, after being untrucked, are weighed in a similar way. On enquiry we learned that, during the season, 145,000 pigs and from 20,000 to 30,000 cattle are received at the Union Stock Yards every week, besides large lots of horses and sheep, the numbers of which we did not ascertain. Within the stock yard are three artesian wells, which afford a supply of water to the animals; one of these wells has been bored, at a width of five inches, to a depth of 1050 feet, and the pressure at the outlet, which is about four inches in diameter, is so very strong that, by means of a still smaller pipe, it is raised to tanks 40 or 50 feet high, from which the whole stock yard is

Sept. 28.

supplied. We visited Dexter Racing Park, adjoining the stock yard, where trotting matches are run, and we also visited the pig-killing establishment of Messrs Cuthbert, Bland, & Co., which is near the stock yard. The pig-killing season, however, does not commence till the beginning of November, when the cold weather sets in. The foreman, in conducting us through the establishment, told us that they kill and cure during the season 5000 pigs daily, and that they employ 600 men at this establishment; and at another they have in the city of Chicago they kill and cure half a million pigs every season! The pork-packing business of Chicago employs about fifty firms, who put a fabulous number of swine through their hands annually. In the neighbourhood of the stock yards, towards the south, and as far as the eye can reach, the land has all been originally prairie land, quite flat and without trees; very different, in the latter respect, from those lands we have seen in Canada, and even west from Detroit to Chicago; the stumps of burned trees still remaining in these districts showing that the progress of clearing, subsoiling, and cultivating, has yet to be gone through. Labour is what is wanted in Canada, as well as in the Western States of America, in order to render the land productive. On our way from the pig-killing establishment we observed a gentleman's dwelling-house, two storeys in height, with sunk floor, in process of being placed in position, by means of a multitude of screws, &c., after having been removed from its former site, which might probably be a mile or two distant from where it was now being set down. Many of the largest buildings in Chicago had, both before and since the fire, changed their site by means of the ingenuity and labour of those who contract to do such things. We next visited a cow-killing establishment, where, during the season, the proprietor and his assistants kill, cure partly, but generally send off fresh, from 370 to 400 cattle daily; they had commenced the season to-day, and killed 102 animals in the forenoon, just before our arrival. We waited for a little time, and saw the men spearing some twelve or fourteen animals, and I must say they got through their work with great rapidity, going about their business in a systematic way; but I will spare you the details of such wholesale killing. Returned to dinner, and, rain having fallen since midday, we kept our hotel in the evening. Posted a few newspapers to friends at home.

Sept. 29. After breakfast I went with Mr John Hendrie and heard a sermon preached in Third Church, Carpenter Street. Afterwards we walked through a portion of the city in order to view some of the recently erected buildings, and to look at those in progress of erection. Three of the best business streets are Madison Street, Randolph Street, and Washington Street, which all run parallel to each other; next there are Clark and State Streets, also running parallel to each other—these are also excellent business streets. Among the new buildings erected or nearly finished since the date of the fire I noticed many that were models of convenience and of fine proportions—indeed, I have not seen better buildings anywhere. The projecting cornices on the top of almost every block or single building are made of zinc or galvanized iron, according to a design furnished by the architect, and look well; of course they are all painted to imitate stone work. One is apt to wonder how the money requisite for the erection of such fine buildings has been obtained; but on making some inquiries on this point I was told that both capital and labour had been abundant ever since the fire. The insurance offices of America and Great Britain were prompt to settle all claims, and money has been freely given on loan or mortgage by capitalists in the United States, Great Britain, France, Germany, and other countries, while at the same time workmen of every trade have flocked in from all parts of the world. In a very few years Chicago will, without doubt, be one of the finest business or commercial cities in the world, as it is the great emporium for the distribution of grain and cattle from various States many hundred miles distant—amongst others Kentucky, Tennessee, Texas, Nebraska, Iowa, and Missouri. All the food stuffs received in Chicago can be redistributed either by water in ship-loads or by railway to New York and other eastern ports, such as Boston, Montreal, and Quebec, with great celerity. It may also be stated, in connection with the American commissariat, that a considerable tonnage of dead meat packed in ice is carried by the railways to New York and other places in the East: we frequently saw cars laden with such produce.

Chicago, which is situated in the State of Illinois, has a population estimated to number over 300,000. Considering that forty years ago

the name of the town was not to be found on the best maps of America, the growth of the place has been indeed wonderful. It was so lately as the spring of 1837 that a formal charter was given to the town making it a city, and the population of Chicago in that year numbered 4170 souls; seven years previously (1830) the population consisted of 170 persons; but by the year 1850 Chicago contained no less than 29,963 individuals. The official census of 1870 gives the return of the population as 299,327. The intellectual and moral progress of the people has kept pace with their material enterprise, for Chicago is rich in churches and educational institutions, one of these being a fine university, with a grand library and a most powerful telescope. There are several excellently-conducted daily newspapers, and one or two luxurious theatres are in course of being built. Altogether, Chicago is a striking place, and may perhaps be classed as the chief artificial wonder of the New World. The city during the hot season is very much infested by mosquitoes, and had not my bed in this hotel been well protected by curtains devised for the purpose, I must have suffered severely. Mr Hendrie's brother James has been very much bitten by these insects during the last two nights, and to-day his hands and face are all covered with spots, as if he had been afflicted with an eruption of small-pox, in consequence of his bed not being protected by curtains. To-morrow we leave at 10-15 for Quincy, *via* the Chicago, Burlington, and Quincy Railway, intending to sail down the Mississippi River from Quincy to St Louis. To bed about nine o'clock.

Sept. 29.

FROM CHICAGO TO ST LOUIS.

This morning, after the necessary operation of paying our hotel bill had been gone through, we proceeded to the railway station and took tickets for Quincy, for which place we started at 10.15. After passing various places, such as Mendota, Galva, &c., we reached Galeburg, 163 miles from Chicago, about five o'clock, and partook of dinner in the restaurant at the station. Leaving Galeburg, we passed Saint

Sept. 30.

Sept. 30. Augustine, Prairie City, Bushnell, Camp Point, and other places, arriving at Quincy about half-past ten o'clock in the evening. After giving up our luggage tokens to a person employed at the hotel, we drove off in the omnibus belonging to the establishment to Quincy House, leaving a part of our train to proceed to Kansas City, which it does by crossing the Mississippi on a bridge at this place. Quincy is 263 miles south-west from Chicago, and contains a population of between 18,000 and 19,000. On our way from Chicago we passed thousands of acres of Indian corn quite ripe but uncut, it being the custom, when the crops are heavy and consequently cheap, to allow the straw to remain on the ground, the ears only of the corn being gathered, and being so left, the straw of course rots, and is ploughed into the ground as manure; again, when the crops are good, and corn only realises the very small price of say from 15 to 20 cents a bushel, the farmers, having moveable fences, drive their cattle and pigs in upon the crops, and so eat them as they grow in the field. The standard weight of cleaned Indian corn is 56 lbs., but a bushel in the husk will weigh about 70 lbs. Each bushel of the corn eaten by a feeding pig will add about 8 or 9 lbs. to its weight, so that farmers easily calculate whether it will pay them better to sell their corn in the open market or feed their pigs with it; when pork is selling, as at the farm gross weight, at three cents—equal to three halfpence of our money—per pound, then Indian corn is worth 25 cents per bushel. A great portion of the land we passed through having originally been prairie land, is very flat and level, producing, however, excellent crops.

Oct. 1. Up this morning about seven o'clock, that I might have a stroll through some of the principal streets before the breakfast hour. Visited the public market, that I might ascertain the prices of butcher meat, which are as follows:—For best boiling beef, 4d. per pound; good beef steaks, 5d.; very best selected pope's-eye steak, 6d. The town, I learn, is *en fête* to-day on account of the successful opening of about 70 miles (Quincy to Kirksville) of the Quincy, Missouri, and Pacific Railway, a line which, when completed, will be about 280 miles in length. There is a street-car railway, as usual, in Quincy. We took breakfast about eight o'clock, and then walked to the river

Oct. 1.

sider to procure the steamboat for St Louis due at nine o'clock ; but, as usual, the boat was behind time—a too common occurrence both on river and rail in this country—and we had to wait till twelve o'clock ere the vessel put in an appearance, and even after arrival the cargo had to be discharged and coals and a new cargo taken in ; therefore it was about one o'clock ere we were able to start. Dined at two o'clock, dinner being included in the fare of three dollars to St Louis. On our passage we touched at Hannibal, a town on the Missouri side of the river ; also at Louisiana, Clarksville, and Falmouth, all on the same side. The steamboat was quite crowded with passengers, most of them being on their way to the great State Fair of St Louis, which begins on Thursday first, and continues for nearly a fortnight. About forty of the passengers, of whom we were four, had to sleep in cots put up in the saloon. On our way down the river we grounded two or three times on sandbanks, the river from Quincy as far down as Alton, 140 miles distant, being very difficult to navigate on account of the general shallowness of the water, which is full of shifting sands and bars. We were informed that at present the stream was very low, but that it sometimes overflows its banks, on which occasions the navigation is easier. Got to my cot about half-past nine, previously giving my money and watch in charge to the clerk of the boat, that official having intimated that there were thieves and pickpockets on board, on their way, probably, to the fair at St Louis. During the night our vessel stuck on a sandbar, and was in consequence delayed for three hours. About five o'clock in the morning we were roused by the steward, that the saloon might be cleared and put in order for breakfast ; at this time we were just passing the mouth of the Illinois River, which is navigable for 250 miles up to a town called LaSelle, after which, by means of a canal, the navigation is continued to Lake Michigan at Chicago, a distance from the Mississippi of 300 miles. Having turned out according to order, we were much pleased to find the scenery on either bank of the river grander than that we saw yesterday—more bluffs, rocks, and wooded banks to break the monotony. Breakfasted about seven o'clock, and at nine touched at Alton, a town on the Illinois side, which appears to be the seat of a considerable trade, and from which there is a branch railway to St Louis and

Oct. 2. other places. This day, like yesterday, is really delightful—a strong glow of sunshine, but with a fine breeze to temper it. I have been writing the foregoing in the wheelroom, a glass enclosure in which the pilot manages the ship, steers, slows, and stops the engine, the captain not having charge of the sailing department. The wheelroom is on the fifth floor from where the deck cargo is stowed, being about 40 feet above the surface of the water, and, in consequence, commands a fine view of the river, its various islets, and the country round about. Five miles below Alton we passed the mouth of the great River Missouri, another tributary of the Mississippi, and an exceedingly muddy river, so much so that, from its junction with the mighty Mississippi, down to New Orleans and even beyond, the whole waters are quite discoloured and muddy. The Mississippi is a very long river, being 2550 miles in length, viz.—

From its mouth to New Orleans	-	100 miles.
„ New Orleans to St Louis	-	1200 „
„ St Louis to St Paul's, Minnecota	800 „	
„ St Paul's to head of navigation	450 „	
Total		<u>2550 miles.</u>

The Missouri River, the mouth of which we saw at its confluence with the Mississippi, is likewise a very long river; it takes its rise in the Rocky Mountains, in Washington territory, in the direction of Vancouver's Island, and is considerably over 3000 miles in length.

About noon we arrived at the city of St Louis, and at once drove to the Southern Hotel, where, on looking at the Strangers' Book, we found that six of the "Russia contingent" had been about ten days ago. Having indulged in a bath and dined, we then drove out to "Shaw's Garden," a kind of botanical and public garden gifted to the citizens of St Louis by a Scotchman named Shaw, who is still living, and resides near the grounds. Afterwards we drove through some of the chief streets of St Louis. The city is one of the principal manufacturing towns on the banks of the Mississippi, and contains a population of upwards of 300,000 inhabitants. It is not by any means

fo showy a city as some others in America, but the streets are wide and tolerably well paved. There are many fine warchouses and numerous public buildings in the form of universities, churches, charitable institutions, hotels, public schools, and libraries; and the levee or water border on the banks of the Mississippi is convenient and spacious, whilst the view of the town from the river is commanding. There are a number of parks and public squares which are worth seeing, such as Hyde and Lafayette Parks, also the St Louis Parks, and the Missouri Park of Fruits. But it would require many pages of my Diary to give you a full description of St Louis; suffice it to say that the city has grown, and continues to grow, with great rapidity. A little more than a hundred years ago—namely, in 1764—it contained only 120 persons; now the population is over 300,000! The streets of the city are planned on what is called the “Philadelphia System,” not being named after men or places, but numbered, as “Fifth Street,” and “Tenth Street.” One of the streets of this city is twelve miles long; it is called the Grand Avenue, and runs parallel with the river; it will in time, doubtless, form a boulevard, and is likely to be well studded with all kinds of public buildings and places of amusement and recreation. A great many tramway cars run along the streets, drawn usually by very large sized mules, numbers of which animals are reared at Quincy as well as at St Louis, and they are used both for slow and quick work. Not having slept very well on board of the steamboat, I retired to my bedroom at an early hour.

Oct. 2.

After having breakfasted, we proceeded by the cars to the park or fair grounds, about four miles distant, 85 acres in extent, where the great annual St Louis Fair, as it is called, is held. In this park I found permanent erections for the various exhibitions of horses, cattle, sheep, pigs, and poultry, as also for agricultural implements and all kinds of manufactured articles—namely, carriages, saddlery, basket work, furs, cotton, tools in iron and steel, and numerous other articles. There is a large amphitheatre on the ground which will comfortably seat 40,000 persons, besides a balcony 15 feet wide all round it at the back of the upper seat, and also a walking space below, both of which together afford standing room for an addi-

Oct. 3.

Oct. 3. tional 25,000 persons, and in the centre there is a ring fully a quarter of a mile in circumference, where the horses and mules are shewn, whilst in the middle of this circle there is a fine ornamental erection, three storeys in height, called the "pagoda;" access to each storey being obtained by means of a spiral staircase; one storey being for the band, another for the judges and their friends, the other being intended, I suppose, for the ladies. From the top of this pagoda, on which there is a flag-staff 190 feet in height, a capital bird's-eye view may be obtained of the fair and all taking part in it. There is another building for the exhibition of fruits, flowers, and plants. There is also the "Gallinarium," 30 feet in diameter and three storeys high, constructed chiefly of wood, and containing not less than ninety apartments, for the exhibition of poultry of all kinds. A Music Hall, as well as a Floral, Mechanical, and Fine Art Hall, add their attractions to the place; and all these erections, with one or two exceptions, are of wood, either whitewashed or elaborately painted. At the Fair we saw what we were told was the largest ox in the world, an animal weighing 4300 lbs. The park itself is finely wooded, and, among its other attractions, contains an ornamental sheet of water, with rockery and summer house for a band of music; also a great many small picturesque Chinese grottos or buildings which remain permanently, but belong to various exhibitors. There are also a great number of restaurants and places for the sale of refreshments—I should think about one hundred in all; these are placed underneath the seats of the amphitheatre. Remained in the park, much interested, for nearly three hours, after which we returned to our hotel, where we dined. There is being built at present at St Louis a bridge across the Mississippi which will connect all the railways on each side of the river (Illinois and Missouri sides) in a grand union depot, and thus avoid the present system of being conveyed across by a steamboat ferry. We left St Louis by omnibus, which crosses in a gigantic ferryboat for East St Louis, a small town on the other side of the Mississippi, where we took train to Evansville, a town in the State of Indiana, 161 miles distant.

FROM ST LOUIS TO THE MAMMOTH CAVE OF KENTUCKY.

Left East St Louis at 4.30, and after touching at various stations, such as Bellville, Ashley, and Wabash, we arrived at Evansville, a town of 34,000 inhabitants, at midnight, and proceeded direct to the St Cloud Hotel. The country extending from St Louis to Evansville is highly cultivated; splendid crops of Indian corn and wheat were noticeable on the route, also patches of tobacco and vineyards. I observed as well several small coal pits by the side of the railway, and heavy mules at work all along, and also noted at several places that large numbers of swine were allowed to run about untended, acting as scavengers, and all marked in some way to enable their owners to know them. Notwithstanding the advanced period of the season, the mosquitoes are still exceedingly troublesome, and are the cause of all the beds being surrounded with protecting curtains. I have nothing very particular to say about Evansville, except that it contains some fine iron buildings, and, of course, the usual street cars are constantly running to and fro. It is 188 miles distant from Cairo, a port on the Mississippi, and 200 miles from West Port, a town in Kentucky up the river on the way to Cincinnati, Pittsburg, and other places. Oct. 3.

We left Evansville to-day about half-past two o'clock by steamboat on the River Ohio for Owensburg, a town situated about fifty miles up the river. We enjoyed this sail exceedingly, the day being hot, but pleasant enough on the water and under shade. At Evansville to-day the thermometer at five o'clock in the morning and in the shade marked 65°, at twelve noon it was 79°, and for several days past the readings have been very similar. We passed the towns and river landings of Newburg, Scuffleton, and Enterprise, after which we reached Owensburg. The navigation of the Ohio is also very difficult, on account of the shallowness of the water. Our steamer was a very small boat of 200 tons burthen, driven by a pair of 12-inch cylinder engines, drawing only 16 inches of water, and had only one paddle-wheel, placed at the stern of the boat, which dipped about 12 inches into the Oct. 4.

- Oct. 4. river! A constant "heaving of the lead" is kept up in these steam-boats, and every now and then may be heard the monotonous cry of "three feet scant" or "three feet large," according to the depth of the water. The River Ohio divides the States of Indiana and Kentucky along the parts we were failing. About nine o'clock we arrived at our destination, and found accommodation at the Planters' Hotel. We remained for one night at Owensburg, which contains a population of 10,000 persons. There is some fine land in the neighbourhood.
- Oct. 5. We left by train this forenoon at 11.20 for Stroud City, proceeding by Owensburg and Russellville Railway, and from thence (it is a junction), per Paducah and Elizabethtown Railway, to Rockport Station, at which we arrived about two o'clock P.M. On our way from Owensburg to Stroud City we crossed Green River (a navigable stream) seeing by the way a great many tobacco plantations and tobacco drying-houses, as also large fields of corn. This branch line of railway having been only lately "built," as the Americans and Canadians term it, the trees cut down in the large plantations (the country being nearly all in timber) are lying uselessly on both sides of the line, and appear not to be of use, even for firewood; it does not pay, in fact, to cut them up, as in this district 100 cubic feet of fawn wood can be purchased for a dollar! Dined at Rockport at an hotel near the Green River, where the railway crosses on a swing bridge, admitting boats to pass when needful. While here, heard at a public meeting an animated discussion by two orators on the all-absorbing topic of the forthcoming Presidential election: one speaker was in favour of Horace Greeley, whilst the other advocated the claims of General Grant. As may be expected, at present there is much talk in political circles about the two candidates. At five o'clock we left Rockport in an open waggon drawn by two mules to visit Mr Alexander Hendrie's farm, which is about seven miles distant; the road was very rough and the ride unpleasant, being through an immense forest, and occupying fully three hours, during two of which we were in total darkness, and how we ever managed to get through, twisting along a rough sort of track, I cannot yet understand. At length we arrived at Mr Hendrie's about half-past eight o'clock, where we experienced a most hearty

welcome, and, after having supped, went to bed, very tired and sore in our bones from the shaking we had to endure during our rough ride. Oct. 5.

After breakfast went out, along with Mr Hendrie and two of his sons, to inspect his farm, which is of considerable extent. He has a fine crop of corn yet to cut. A small portion of a field of sugar cane had within the last two days been crushed and boiled by his sons, yielding three barrels of syrup or molasses, which we tasted and found excellent: the families here all use molasses at their various meals. I examined two or three small plots of the tobacco plant growing on the farm, and also visited our friend's tobacco drying-house, where the leaves, after being pulled, are dried and prepared for the market. In this trade there are dealers who visit the various farms and purchase the tobacco leaves. Saw a small quantity of cotton growing on this farm; but this district, I must remark, is not a cotton-growing one generally. On the farm there are many fine trees growing—hickory, poplars, sycamore, elms, maple, sugar maple, walnut, black gum, sweet gum, oak, sassafras, and others. During our travels in the course of the last two days we saw some fine trees standing quite dead, and ready to be cut down for use as firewood; this is done by cutting the bark off round the trunk, about three feet from the ground, and generally in one or two years the tree dies; it is allowed, however, to stand till convenient to remove it, greatly disfiguring the appearance of the lands. As usual on all American farms, we found here a large number of pigs, which roam at large through the neighbouring forests, feeding on acorns and other kinds of nuts and plants. Mr Hendrie also rears a large flock of geese, which are regularly plucked every seven weeks to obtain their feathers, which are used for bedding. After being thus plucked, the feathers of the poor birds quickly grow again, thus affording another "crop," if I may use the word; and that is the reason so many flocks of geese are kept throughout Canada and the States. Mr Hendrie has likewise a few sheep, some cows, a pair of working bullocks, two or three mules, and a few pairs of horses. In the garden we saw growing, in the open air, grapes, peaches, apples, and pears, also tomatoes and other kitchen vegetables. The farm dwelling-house and

Oct. 6.

- Oct. 6. outhouses are built of wood, and covered with thin boards cut from the cyprus tree. Returned after my interesting inspection to the house about one o'clock, when we sat down to dinner, about which time it commenced to rain, causing us to remain in the house during the remainder of the day, reading and conversing under the verandah, which in this hot climate is a necessary adjunct of all dwelling-houses. During the afternoon one of the neighbouring farmers, a Mr Devenport, called; in the course of conversation, which was chiefly about farming, he told us he had fully twenty acres of tobacco growing this season.
- Oct. 7. After breakfast, four horses and mules being saddled, I set off, along with the three brothers Hendrie, to visit a village called "Paradise," three or four miles distant, where some coal and ironstone mines and blast furnaces are situated, the works being called "Airdrie," and belonging to a Mr Alexander, proprietor of the estate of Airdrie House, near the town of Airdrie, in Scotland. They are standing idle at present, and have been so for ten or eleven years past. They are situated alongside Green River, and are leased by General Beull, who was a General in the Northern Army during the late war. We called upon him at his house in the neighbourhood, and enjoyed a long chat. Returned in the evening, when I was presented, by Mr A. Hendrie, with specimens of various plants growing on his farm, such as corn (Indian), cotton, tobacco, castor oil plant, sugar cane seed, butter beans, pumpkin seed, hickory nuts, and acorn nuts, as also a variety of gourds.
- Oct. 8. Took breakfast, and, along with our luggage, placed in an open cart drawn by a pair of bullocks (myself and one of the Hendries being on horseback), left for Rockport to catch the two o'clock train for a place called Glasgow Junction, on our way to the Mammoth Cave of Kentucky. After a three hours' ride through the forest we came to Rockport, where, having learned that we would have to wait for fully an hour for the train, we dined. Left, by the Elizabethtown and Paducah Railway, at three o'clock. On our way we passed the village of Hamilton, where there is a small colliery working, also Beaverdown, Horse-Branch, Spring Lake, and Milnwood. Arrived at 7.30

at Elizabethtown, where there is a junction, and remained for three hours, taking tea in the village, and about half-past ten o'clock we took train, per Louisville, Nashville, and Great Southern Railway, to Glasgow, where we arrived at 12.30, and engaged apartments at Major Proctor's Hotel, adjoining the station.

Oct. 8.

Breakfasted this morning at half-past six, and at seven o'clock left by a stage or spring waggon for the Mammoth Cave, at which, after a rough ride over a very stony road, we arrived in the course of two hours. The country between Glasgow Junction and the Mammoth Cave is the worst we have yet seen; very bare where there is a clearance, and where there are trees they are stunted and small, lots of scrubwood abounding. After our arrival we drove at once to the hotel, and procuring tickets, as also a suit of overalls, and a coloured guide to conduct us, we proceeded to the Mammoth Cave by the short route, as it is called, and penetrating into the underground caverns for a distance of about two miles, we inspected the various parts named, such as the Cliffs of Kentucky River, the Church, Sulphur Vats, Gothic Gallery, Gothic Avenue, Post Oak Pillar, Register-room, Star Chamber, Gothic Chapel, Grand Arch, Water Clock, Goin's Dome, Grand Coffin, which is 40 feet long, and composed of one block of stone. As you will readily believe, my visit to these caves was a very hurried one, having only a few hours in which to view natural wonders that would require two or three days to see. I have merely enumerated the names of some of the sights which I saw, as it would take a volume to describe them at length. There is the *Church*, for instance, a wonderful piece of natural architecture; it is one immense apartment, 100 feet in diameter, with a seamless rocky roof 63 feet over head. Then there is a grand pulpit or platform, as also a space for an organ. Divine service, I was told, has been more than once performed in this so-called church. To give you an idea of the size of the place, I may just note down that the Gothic Avenue is two miles long, that the Audubon Avenue, so named in honour, I presume, of the great naturalist, is one mile in length; and it is said that visitors may, if they choose, travel for a distance of 200 miles in the various avenues and walks of the Mammoth Cave of Kentucky,

Oct. 9.

- Oct. 9. which is certainly one of the most striking wonders of the New World. After returning to the Mammoth Cave Hotel, where we dined at three o'clock, we left immediately for Glasgow Junction, taking the train, by Louisville, Nashville, and Great Southern Railway, for Louisville, 90 miles distant, at which place we arrived at twelve o'clock P.M.
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FROM LOUISVILLE TO CINCINNATI.

- Oct. 10. On arriving last night we went to the Galt House, but found we could not be accommodated, owing to the arrival of an excursion party of about 500 gentlemen from Alabama, who had been invited by the Railway Company to visit Louisville and assist at the opening of a new line of railway running from thence to Montgomery and other towns in Alabama. We therefore took apartments at another house called "Walker's Exchange." After breakfast we went to see the Louisville Exposition, which is held in a large new building; we inspected various kinds of machinery in motion, manufactures and goods of every description, and tasted a portion of a gigantic cheese weighing 3300 lbs., which was being sold on the spot at the rate of one dollar for each 3 lbs. I made a note of the dimensions of this cheese, and found it to be six feet in diameter, by two feet eight inches deep. Saw some good statuary, and a very pretty fountain, also a fine rockery with surrounding water. The excursion party took luncheon at one o'clock, music playing all the time. After leaving the Exposition we walked down to view the Ohio River, and to look at a railway bridge 800 feet in length. The navigation of the river is interrupted by what are called the Ohio Falls, opposite Louisville. Ships avoid these by using a canal having three locks, through which they pass in going up or down. Louisville is the chief city of Kentucky, and is most agreeably situated as to its topography. The city extends riverwards for about two miles, the course of the leading streets following

the great water-way: some of these thoroughfares are excellent, being wide and well paved, and, for the most part, shaded with trees. There are a number of excellent public buildings and erections in Louisville, such as an Asylum for the Blind, male and female High Schools, a University and Medical College, a Masonic Temple, and other institutions. The Historical Society has a good collection of books, illustrative of the early history of the State, and there is also a mercantile library, containing 7000 volumes. As an example of American enterprise, I may just mention that the little canal—it is only two and a half miles long—which I have alluded to, cost in its construction about a million dollars. The tobacco warehouses of this city are quite a sight, Kentucky being, in the production of this article of commerce, only second to Virginia, and in the produce of Indian corn it takes rank as the third best State. This day, although sunny, was very cold in the shade. Oct. 10.

Left Louisville this morning at six o'clock, per train on the Louisville, Cincinnati, and Lexington Railway, for Spring Station. The morning was very cold and frosty, which astonished us not a little. The railway, it is worth mentioning, runs through one of the streets of Louisville for about half a mile. On our way we passed the stations of Anchorage, Pewee Valley, Lagrange (which is a junction station), Jericho, Eminence, Christiansburg, and Bagdad, arriving at Frankfort, the capital of the State of Kentucky, and the seat of its Government, at 9.30. Stopping for a short time, we had a view of the State House and Arsenal, also of the River Kentucky, on both sides of which the town is built. After leaving Frankfort we only passed one station—Deckers—before we arrived, about ten o'clock, at Spring Station. The country from Louisville to this place is well cultivated; from the train we saw numerous fine crops of corn. Walked from Spring Station to Mr A. J. Alexander's estate of Woodburn, in Woodford County, Kentucky, a farm of 3600 acres. Mr Alexander's house is about one mile from the station; and finding both him and Mrs Alexander at home, we received a hearty welcome, and drove out in a waggonette to see his various horse and cattle breeding establishments; his present stock is large, and consists of— Oct. 11.

Oct 11.	81 thoroughbred mares.
	52 trotting do.
	5 thoroughbred stallions.
	4 trotting do.
	12 2-year old colts and fillies.
	14 1 do. do.
	27 trotting foals.
	37 thoroughbred foals.
	40 ponies with their foals, some of them of the Shetland breed.
	6 odd mares.
	30 farm horses and mules.
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	308 altogether.

Mr Alexander has also a fine herd of shorthorn cattle (60 or 70 in number). He grows excellent crops of corn, wheat, barley, oats, and flax, and has fine accommodation, in the matter of stables and sheds, for the horses, at various places on the farm, each under the charge of a *white foreman*, all the other men employed, numbering above seventy, being coloured, nearly the whole of whom had been Mr Alexander's slaves previous to the late war, after which they received their freedom. Mr Alexander and his brothers at one time owned 130 slaves, their value being estimated at one hundred thousand dollars. These men, who are now quite free, receive, on an average, from 15 to 18 dollars per month as wages, in addition to their board; a few coloured women are likewise employed at Woodburn as cooks and house servants. The horses, when in the fields pasturing, are fed on corn given them whole in the cob or pod. After an inspection of the stock and various stables, we returned to the mansion house and dined with Mr and Mrs Alexander; a Mr and Mrs Walker and their daughter, from Chicago, were of the company (Mrs Walker is Mr Alexander's sister). We were waited upon by coloured servants, one of whom, with a large broom or loose brush, kept off the flies while we were dining. We each received from Mr Alexander three catalogues of his stocks of thoroughbreds, trotting horses, and cattle, and we were much astonished at the very high prices which he told us he obtained for both horses and cattle. Before leaving

this interesting place, we examined a machine at work for rasping or thrashing Indian corn, and made another inspection of some live stock in the fields. Our train for Lexington was timed for 6.40, but after our arrival at Spring Station we had to wait till half-past ten o'clock before the train came forward, when we got *aboard*—"All aboard! all aboard!" being shouted out in America by the conductor, instead of as with us, "Take your seats!" and then the train moves off. The railway system in some parts of America, especially in remote and new places, is exceedingly primitive. The lines of rail are generally all single lines, and the trains are far from being punctual. In some other respects the carriages are superior to those of Great Britain, as in the American railway cars one has room to move about, and there is usually a platform between the cars where the fresh air and ever-changing scenery can be enjoyed. There is, generally speaking, only one class and one price on all American lines of railway; but, of course, when the luxuries of sleeping berths and palace dining cars are required, they have to be paid for as "an extra." In all American and Canadian trains there are stoves in cold weather, lavatories, and other conveniences, so that ladies and children travel with greater comfort here than they can do in the Old Country. Reached Lexington at twelve o'clock P.M.

Oct. 11.

On our arrival at Lexington last night we put up at the Phoenix Hotel, and at half-past five o'clock this morning we were roused for breakfast, that we might be in time for the train leaving by the Kentucky Central Railway for a 99-miles journey to Cincinnati, a city which is designated the "Queen City of the West," on our way to which the towns and stations of Paris, Cynthia, Falmouth, and Benton are passed. Arrived at Covington, a town and station on the opposite bank of the Ohio River from Cincinnati, where we procured an omnibus to take us across the water, by ferry boat, to the European Hotel. The country on the way from Lexington is finely wooded, the lands being hilly and undulating, but cultivated to the top, and well cleared of the original woods or forests. We noted every here and there good crops of corn, with orchards occasionally. After reaching Cincinnati, and refreshing ourselves with a good wash, we

Oct. 12.

Oct. 12.

dined, and then hired a carriage to drive us through the town, when we visited Clifton Hill and Lincoln Park, where there is a very fine artificial lake, with plenty of swans and ducks upon it. Davidson's Water Fountain in bronze is the largest bronze fountain I can recollect of having seen; it is placed in a square in the town. Crossed the river on a splendid suspension iron bridge belonging to the Ohio and Mississippi Railway Company: this structure is extensive, one of its spans measuring 418 feet clear; the bridge, a single railway track with a carriage drive and footpaths on either side, stands 100 feet above high water mark. Cincinnati contains a population numbering 250,000. There are large iron works in full swing, as well as numerous other industries, including great houses for the curing of pork. I saw many steam vessels, barges, and other boats, all flat-bottomed on account of the shallowness of the river. The steamboats have only one broad paddle, placed at the stern; some of these run to Pittsburg, up the river, and also go down the river to Louisville and as far as Cairo, on the Mississippi. The city is yearly extending; at present the river shore is fully three miles long. There are some fine streets in Cincinnati; among others, Third, Fourth, Fifth, Sixth, and Seventh Streets, all running parallel to the river, may be particularised. Off these streets, at right angles, run Vine, Apple, Pear, Plum, Cherry, Walnut, and various others, named after trees and fruits. Cincinnati, although called "the Queen City of the West," is rather a smoky city, from there being so many public works in it, and does not therefore appear a desirable place to live in: the water is also very inferior; what was offered us at the hotel was so muddy that we preferred to drink Bass's London beer at 40 cents per pint (equal to 1s. 8d. of our money). There are numerous buildings and places worth seeing in Cincinnati. The Merchants' Exchange is a very handsome edifice, and among its other contents has a library of 23,000 volumes. A large observatory is also a feature of the Queen City; it is in possession of a most valuable telescope, made at Munich, which cost 10,000 dollars. Wine grapes used to be grown largely in the vineyards near the town, but of late, despite the attention of the patient German cultivators, the crops have often failed; there is one great wine store in the city, with stowage for a million bottles of wine, but the proprietor has

Oct. 12.

given up the cultivation of his own vines. The pork curing and packing houses are well worth a visit from those who are curious about such industries. Having necessarily lived, during my progress through Canada and the United States, in a number of hotels of varied powers of accommodation,* from the Fifth Avenue at New York down to provincial houses with not a tenth part of the accommodation of that palatial structure, I may claim now to be somewhat of an authority on the hotel life of the New World. As already indicated, the chief American hotels are of large size, and are conducted on a systematic plan of management. As a rule, no one ever thinks of asking to see the proprietor or "landlord," as we would call him at home, and as for a "landlady," I fancy there is no such personage in all the New World. The clerk in American hotels is the chief official for consultation; he decides which rooms you may occupy, and gives such information as you may desire as to routes to other towns, trains, steamers, and hotels. The tables of all American hotels are liberally served, and at some of them the variety of dishes is quite bewildering; to find a dozen *plats* before you at breakfast time is nothing unusual. I may just quote from the *European Hotel Reporter*, a little sheet issued daily by the company to whom that hotel belongs, a list of a few of the stock dishes. In the shape of vegetables, and these are seemingly always in great request, there are squash, lima beans, egg plant, stewed tomatoes, and many kinds of potatoes, the price in the restaurant department being ten cents per dish. Eggs are done up in a variety of ways, and cost in the restaurant a quarter of a dollar per dish. Oysters are everywhere eaten throughout the States in enormous quantities; but I do not think them so good as our home oysters. Meats of all kinds are dressed in a multitude of different ways; I counted thirty-six entries of meats in the carte. Wines and liquors are expensive; a bottle of Clicquot's champagne costing four dollars and a half. There are native American wines of various qualities to be had in some of the States: the best of these are *Concord*, price a dollar and a quarter per quart bottle, and *Catawba*, which costs three quarters of a dollar for the same measure. As I have before told you, the waiters in American hotels are all coloured persons, vulgarly called "niggers," and make excellent attendants.

Oct. 12. The following is an exact copy of a dinner bill of fare :—

EUROPEAN HOTEL BILL OF FARE. DINNER.

SATURDAY, October 12th 1872.

FOR ROOM AND BOARD, THREE DOLLARS PER DAY.

SOUP.

Puree of Potatoes.

FISH.

Baked Trout, Port Wine Sauce.

BOILED DISHES.

Johnston & Moscher's Cured Ham, Corned Beef, with Cabbage,
Leg of Mutton, Caper Sauce, Chicken with Salt Pork, Beef Tongues.

ROAST DISHES.

Beef, Veal, Chicken, Pork, Lamb, Saddle of Southdown Mutton.

LARGE DISHES.

Fricandeau of Veal, Larded, a la Jardiniere, Baked Pork and Beans.

COLD DISHES.

Beef Tongue, Roast Mutton, Roast Lamb, Corned Beef, Ham.

SIDE DISHES.

Lamb Chops, Sautee, a la Soubise, Italian Macaroni, Baked, a la Genoife.
Rognons de Veau, Madeira Wine Sauce, Rice Croquettes, Flavoured with Vanilla.

RELISHES.

French Mustard, Worcestershire Sauce, Pickles, Halford Sauce, Cold Slaw.

VEGETABLES.

Boiled Parsnips, Hominy, Onions, Beets, Boiled Potatoes, Baked Potatoes.
Mashed Turnips, White Beans, Mashed Potatoes, Sweet Potatoes.

PASTRY.

Sponge Pudding, Wine Sauce, Custard Pie, Apple Pie, Prune Pie.

DESSERT.

Lemon Ice Cream, Lady Fingers, Small Pound Cakes, Golden Cakes,
Afforded Cake, Charlotte Ruffe.

FRUIT.

Apples, Pears, Grapes.

BUTTERMILK,

Hoe Cake,

COFFEE.

Oysters in every Style, Porter-House Steaks, &c., Charged Extra.

Particular attention paid to Ladies' and Gentlemen's Ice Cream and Oyster Lunches.

Having finished up by taking tea at the hotel, we left in an omnibus for the 9.30 train to Pittsburg, a distance of 313 miles; our sleeping car costing us 2 dollars of extra fare. This day was bracing and dry, but similar to yesterday in being frosty in the morning.

Oct. 12.

FROM CINCINNATI TO WASHINGTON.

Turned out of our berths about seven o'clock this morning, and having washed and dressed, arrived at Denison Station, where we breakfasted. During the night we had passed Loveland, London, Columbus, Port Washington, and Newark Stations. After leaving Denison we passed Cadiz Junction and Mansfield, arriving at one o'clock P.M. at Pittsburg, where we took apartments (in which I have written the preceding six or seven pages from my Note-book) at the Union Depot Hotel. The railway by which we came from Columbus is called the Pittsburg, Cincinnati, and St Louis Railway, and is also known as the "Pan-handle Route." This morning, on the way from Denison to Pittsburg, we encountered a slight shower of rain. The country we passed over looks splendid, containing many belts of plantation and well-cultivated fields, also fine valleys with hills or mounds, all cultivated or in healthy-looking young timber. The trees along the valleys and hills have a picturesque appearance, as they are presently shedding their leaves. At Steubenville we observed several iron works, collieries, and coke ovens; the private railways at these places are all on the narrow gauge, about 3 feet 6 inches or thereby. Thick seams of coal, we observed, were cropping out on either side of the railway. Steubenville is 43 miles distant from Pittsburg, and Port Washington, where an iron work is now being erected by a joint-stock company, the shareholders being mostly Glasgow gentlemen, is 104 miles from Pittsburg. We noticed that although nearly all the houses were, as usual, wooden ones, yet a few were built of red brick. On our way we also saw some fields of fine winter wheat, from two to three

Oct. 13.

Oct. 13. inches long in the blade, and we noticed pigs, cattle, and poultry in great store all along our route. This day being wet, we walked out only for about ten minutes. I took a hot bath before dinner, and afterwards we kept our hotel, writing, reading, and lounging. Retired to bed about half-past ten o'clock, glad to have got my Diary brought forward to date.

Oct. 14. Pittsburg is in the State of Pennsylvania, and is, geographically speaking, situated at the head of the Ohio River, at the confluence of the Alleghany and the Monangahela. Around the city, which was laid out in 1765, the district is rich in mineral wealth of all kinds, and this circumstance has, of course, given a peculiar colouring to its trade, which, as regards glass, coal, iron, and oil, is really of immense importance. After breakfast we strolled through a few of the principal streets, which, truth compels me to say, we found very dirty and badly kept, but the morning being very cold and wet, added, I dare say, to the bad appearance. Got into a street car and drove across the River Ohio to South Pittsburg and Birmingham. Both of these towns have hitherto been independent of Pittsburg as to local government, but after the expiry of this month they are all to be incorporated with Pittsburg, and placed under one local government. At South Pittsburg we ascended to the top of Mount Washington by an inclined plane laid at an angle of 35 degrees, its length being 640 feet, and its perpendicular height 370 feet. We were drawn on a car, built to convey twenty passengers, by means of a pair of coupled engines, with a large wire rope on each drum. At the summit a fine view of Pittsburg on the opposite side of the river, and especially of the numerous public works already alluded to, which are situated in the valleys on both sides of the united waters, can be enjoyed. The population of Pittsburg, South Pittsburg, and Birmingham, is about 200,000. Pittsburg, as I have stated, is the main centre of mineral industry in the State of Pennsylvania; a vast number of oil wells are at work in various parts of the State, and at "Oil City" especially, about fifty miles from Pittsburg, a very large business is done in the raising and refining of oil. There are very few good buildings in Pittsburg; the State House and one or two churches being the finest edifices we saw.

About one o'clock P.M. we left by train for Washington City, District of Columbia, by the Pennsylvania Central Railway, *via* Harrisburg and Baltimore, passing Latrobe and Johnston Stations; at the latter may be seen the Cambria Iron Works (built alongside the River Conoma) which were partially burned down two days ago. The scenery between Pittsburg and Johnston is very enjoyable. Laurelhill is especially to be noted, from its being tastefully planted with young trees, in circular and variously formed clumps. This day was wet, as also very cold, and about four o'clock snow began to fall, and continued falling for about an hour, the ground and trees being all covered. The Alleghany Mountains commence not far from Johnston, and the railway continues to ascend for several miles till the summit is reached; luckily, although cold outside, the cars were very comfortable inside, being heated by a stove placed at the end. At the base of the Alleghany Mountains is situated Altoona, where, about seven P.M., we dined, and about 12.30 P.M. we arrived at Harrisburg, where we changed cars, part of our train going to Philadelphia and part to New York. Harrisburg is situated on the side of the river Susquehanna, which we crossed by a bridge, and at another part we ran alongside of the water for several miles, arriving at Baltimore at half-past two o'clock A.M.

Oct. 14.

Came out of train and drove by omnibus through the town to the Northern Central Railway Station, about three miles distant, where we took train for Washington. Baltimore, from the view we had of it by moonlight, and it was full moon, looks a very clean, well laid out town, but as we expect to see it again when returning from Richmond to Philadelphia, I need not say more about it at present. We arrived at Washington, the political capital of America, about half-past five o'clock A.M., obtaining apartments at the Arlington Hotel, where we were glad to go to bed for about four hours. We breakfasted about ten o'clock, and afterwards walked out to see the city. Entering a street car, we were taken to the Capitol, a building which is used for the same purposes as our British Houses of Parliament. We made the tour of the principal apartments, which are the Rotunda, the Senate Chambers, the Old Hall of Representatives, the Supreme Court Room, the President's Room, the Speaker's Room, the Senate Lobby, and the

Oct. 15.

Oct. 15. Congressional Library, and were much pleased with what we saw. The walls, and generally the pillars, of these chambers are of polished marble. The two large wings of the main structure are wholly built of white marble, and the entire building being white, has a fine effect when seen from a distance. We ascended, by a spiral stairway, to the top of the dome, a height of 241 feet above the main building, from which we obtained a splendid view of the city and surrounding country. The two main doors of the centre building and east wing are of solid bronze, and have pictures or scenes in "alto relievo," similar to the doors of the Mausoleum at Hamilton Palace. The Rogers bronze door is said to be the finest in the world; it weighs 20,000 lbs., and contains eight panels, each representing a different scene. The Crawford bronze door is also very fine; one half of the door, in four panels, represents "War," and the other half represents "Peace." In the Speaker's Room there is an exquisite marble figure of a female representing "the West." There are a great many other works of art in the Capitol, including some splendid pictures in the large circular area under the dome. After leaving the Capitol, which is open to the public, without charge of any kind, from ten to three o'clock every day—an example that might well be followed at home—we proceeded by street car to the Navy Yard, and, having procured an order at the office, were conducted through some portions of the yard where the workshops are situated, and into some of which we entered, to gain an idea of what was going on. We then got into a small boat on the River Potomac, and were ferried across by one of the sailors to some of the vessels used during the late war; we first boarded the war monitor named "Montank," which is fitted with a revolving turret, and carries two large guns, the turret being built all round with eleven plates of iron, each of which is fully an inch thick. The ship is propelled by screws worked by steam-engines placed apart from each other, and the outside casing of this vessel is composed of five iron plates, each being an inch thick, the whole backed up with three feet of solid oak beams. When loaded, the "Montank" is only about two feet above water. We were afterwards taken on board a torpedo vessel named the "Hero," and went down and examined the engines. This vessel is built after the plan of the "Monitor," but has no turrets; it is

likewise covered over with iron, and not more than two feet above the water when loaded. On both vessels we observed the effects of cannon balls fired at Charleston by the Confederates during the late war. The materials in the Navy Yard are removed, when required, by carriages or waggons drawn by bullocks. Oct. 15.

After breakfast had a call from a Scotchman named Imrie, who has been eighteen years in Washington, and to whom one of my travelling companions had a letter of introduction. He accompanied us through the city shewing us further objects of interest. Walked through Lafayette Square, and took particular notice of an equestrian statue of General Jackson, which is placed in the centre of the square; this is a well-balanced work of art, the horse with its rider being supported wholly on the hind feet and hair above fetlock joint. We next proceeded to the White House, as it is named, the official residence of the President of the United States. A company of Knights Templars being expected to pass, we took up our positions opposite the front door, chiefly for the purpose of seeing President Grant; and we did not require to wait long ere he came out to be saluted by the procession referred to. We stood within six yards of him during the time it was passing, which occupied about ten minutes. Mr Grant appears a plain unassuming gentleman. We afterwards went to the Treasury, and having procured an "order," were conducted through the greater portion of the building. The Treasury is very large, and partly built of granite; the columns in front measure about 25 feet by $3\frac{1}{2}$ feet, and on entering the main door there are two flat granite blocks 16 feet square by 22 inches thick. In the vault-room I had two small parcels placed in my hands, one containing bonds of the value of four million dollars, belonging to the National Bank of Commerce, New York; the other parcel, value three millions and nine hundred thousand dollars, belonged to a bank in Chicago. The value of the two parcels was one million five hundred and eighty thousand pounds sterling. In these vaults, placed in pigeon-holes quite accessible to the clerk, are a great many other parcels of bonds belonging to other banks in the United States, every bank having to deposit with the Treasury at Washington bonds to the Oct. 16.

Oct. 16. amount of its note issue. In the apartment for issuing bank notes, or "greenbacks," as they are called, none but females are employed. In the "redeemed" note department about 200 women are engaged; and in the new bond department "ladies," as all women here are called, are also employed in the counting and assorting. Next we visited the Army Medical Museum, a building of some interest, formerly a theatre—the theatre, in fact, in which the late President Lincoln was shot by Booth, the actor; and we were also shewn the apartment in the house opposite the theatre into which Lincoln was carried, and in which he died. A visit to the Patent Office next occupied our attention; it is a very large building, containing, placed in glass cases, models of all sorts of implements, machines, and tools, for which letters patent have been granted. These models must be deposited and approved of by a Board of Examiners before a patent is granted. I could have wished to prolong my stay in the Patent Office, as I felt much interested in the models which were shewn to me. America is the home of invention, all kinds of labour-saving machinery, from a Hoe printing press to an apple-paring machine, being a necessity in a great country with only a sparse population. The Post-Office, which was next visited by us, is a very splendid building, nearly opposite the Patent Office, built wholly of fine white marble. Afterwards we walked through the public market, a very high, nicely-lighted, and well-ventilated structure, for the sale of butcher meat, vegetables, poultry (dead and alive), fruit, and other articles. We then visited the Smithsonian Institution, a museum containing stuffed animals, birds, minerals, and fossils; afterwards proceeding to the Agricultural Hall, which contains samples of all kinds of seeds—among others cotton, flax, wheat, corn, and tobacco—also specimens of useful birds stuffed, such as turkeys, geese, and common poultry. We examined several wheat samples weighing from 58 to 62 lbs. per bushel, the produce per acre ranging from 40 to 46 bushels. We next viewed the monument to General Washington, which, however, is not yet built to above one-third of its intended height for want of funds, and it has been standing for several years past in this unfinished state, having attained, however, a height of about 170 feet. It is also built of fine white marble, in the form of a tapering square column, 75 feet square at base and gradually

Oct. 16.

tapering (as intended) to a few feet at the top ; in the interior of the column there will be a stair to the summit, containing panels in marble, granite, &c., furnished by the various American States, some of which have been already received. Opposite the great political capital, on the other side of the River Potomac, is the small town of Alexandria, access to which is obtained by means of a very long bridge built across the water ; and down the stream from Alexandria about two miles are the Heights of Arlington, where the house of General Robert Lee, late Confederate Commander-in-Chief, is situated. We obtained a fine view of these heights and the General's house from the top of the dome of the Capitol. There is not very much shipping on the Potomac River at Washington. The city, it is right to mention, is situated in a district or tract of country about ten miles square called Columbia, and, properly speaking, is therefore not a State. The population of Washington is about 140,000, and the surrounding country is generally prettily wooded, and derives a very picturesque appearance from its hills and dales ; the ground is well cultivated, and produces fine crops of various kinds. In the evening I went to a concert in Lincoln Hall, given by Signor Mario, Madame Carlotta Patti, and other Italian singers. On returning to the hotel I sent a letter home ; and having settled our hotel bill, we left by train at eleven o'clock P.M. for Richmond, in the State of Virginia, distant about 130 miles. On our way we passed through Fredericksburg, where a great battle was fought during the late war between the Northern and Southern soldiers.

Oct. 17.

About four o'clock A.M. we arrived at Richmond, in the State of Virginia, still fondly known as the capital of the "Old Dominion," taking apartments at Ford's Hotel, where we laid down for necessary rest till about nine o'clock, after which, having breakfasted, we walked out and visited first the Capitol or State House—a very inferior building, quite ready to be pulled down and rebuilt, said to have been the first State House erected in the United States. Went through the various apartments. In the Upper House there are 46 Senators, and in the Lower House 136 Delegates who have seats. We obtained a fine view of Richmond and the surrounding country from the top of the building. In the park surrounding the

Oct. 17. Capitol there is a splendid equestrian statue of Washington in solid bronze, weighing 42 tons, and at the base of the statue there are six large-sized figures in bronze of Jefferson, Marshall, Lewis, Henry, Mason, and Nelson, which are placed at equal distances around the monument, at a height of about 10 feet from the ground; under these, again, on a wider base, are placed six allegorical figures, also in bronze, representing the subjects of Independence, Finance, Justice, Colonial Times, Revolution, and Bill of Rights. There is also a statue in marble of George Washington in the Great Hall of the Capitol, containing the following affectionate inscription:—

“The General Assembly of the Commonwealth of Virginia have caused this statue to be erected as a monument of affectionate gratitude to

GENERAL WASHINGTON,

who, uniting to the endowments of the Hero the virtues of the Patriot, and exerting both in establishing the Liberties of his Country, has rendered his name dear to his Fellow-Citizens, and given the World an immortal example of true Glory. Done in the year of CHRIST One Thousand Seven Hundred and Eighty-Eight, and in the year of the Commonwealth the Twelfth.”

Having taken a street car, we drove about a mile out of the city to the Penitentiary or State Prison, a spacious building, with a façade 300 feet long, and well known for its effective system of discipline. Afterwards walked to Holywood Cemetery, a graveyard extending to 90 acres; in this cemetery about 12,000 Confederate soldiers have been buried, as also a great many officers, and there has been erected to their memory a large column, composed of rough granite blocks, 90 feet in height, 45 feet square at its base, and tapering to a point about 6 inches square at the top. We next visited the City Water Works; these consist of six large forcing pumps driven by water-wheels, which supply the city with water from the James River. This river takes its rise in the interior upwards of 200 miles above Richmond; and at the falls, about six miles from Richmond, a canal with a number of locks has been made, for the convenience of ships. Below, near the centre of the

city, the James Harbour is well filled with shipping from various parts of the world; the water from thence to its entrance into the Bay of Chesapeake being pretty deep. Leaving the Water Works, we walked on for about a quarter of a mile to the Tredegar Iron Works, which are built between the canal above referred to and the river. The former being at a good elevation, advantage is taken of the canal water, which supplies power to the whole machinery of the iron works, by means of large water-wheels. These works turn out, besides malleable iron of all sizes, every kind of railway plant, cars, wheels, and spikes, as well as iron girders. Richmond being celebrated for its large tobacco manufactories, we visited one of them, and were shewn the process of rolling and making up tobacco cakes (commonly called "negrohead"). The State of Virginia grows a vast quantity of tobacco, and almost the whole of it is manufactured at Richmond. The principal streets of the city are Main and Fifth Streets, but the newly laid off Pine Street is soon likely to cope with either. Richmond is a fine healthy town: being situated at a considerable elevation above the James River, there is an excellent fall for the drainage; the subsoil is also gravelly and dry. The population is 90,000. About 9.40 P.M. we left Richmond by train for Philadelphia, *via* Washington and Baltimore. We took out tickets direct to New York, being allowed to halt at Philadelphia or any intervening place for as many days, or even weeks, as we pleased.

Oct. 17.

Arrived to-day at Washington Station (second time), and having driven from one dépôt to the other, we had to remain for nearly four hours waiting for connecting train to Philadelphia. In the interval we breakfasted at the station, obtaining another brief view of Washington City, and taking stock of the people going to their places of business along Pennsylvania Avenue, the principal street, which leads to the Capitol. The other streets are generally very wide and commodious, being well shaded on each side with trees: and, altogether, Washington cannot fail to obtain the admiration of the visitor—it is a splendid city. It is 40 miles from Baltimore, 138 miles from Philadelphia, and 226 miles from New York.

Oct. 18.

FROM WASHINGTON TO NEW YORK BY
PHILADELPHIA.

Oct. 18. We left Washington for the city of Philadelphia about 8 A.M. by the Pennsylvania Central Railway, and arrived at Baltimore about 9.30 A.M. The country between Washington and Baltimore is well cultivated. We saw several fields of corn cut and ready for "inning." The farmers, however, do not seem to be in a hurry to take in their crops, although they may be ripe and ready; the climate being so good, they generally wait till the victual gets a touch of frost ere they remove it from the fields. How different it is in "Auld Scotland" this season, where, as we have learned by letters from home, the weather has been very wet, and the crops greatly damaged by the excessive rains; a single day of sunshine being looked upon as a "blessing from on high." At Baltimore the railway runs through one of the business streets of the city, the cars being drawn individually through the town for about two miles, from one station to the other, by five horses or mules all in line—no reins required. We saw seven or eight sets of five horses or mules at different cars, which are regularly employed at this kind of work. A very extensive trade is carried on in Baltimore, where the River Potomac begins to be navigable, and we saw a large quantity of shipping in the various basins and harbours of the city. There are several large iron works, saw-mills, shipbuilding yards, besides other industries. Altogether, Baltimore is a very thriving commercial city. It is situated in the State of Maryland, and has a population of 260,000. I may just mention here that one of the leading industries of this State, which contains over 7,000,000 acres of land, is fishing, especially for oysters—no less than 600 vessels, each above 20 tons, and about 2000 small boats or canoes, being engaged in this one branch of the fishery, requiring as many as 7000 men to work them. Oysters from Baltimore are sent all over the United States, both fresh and pickled, large quantities being also done up in hermetically-sealed cans. Having arrived at Philadelphia about two o'clock P.M., we went to the Continental

Hotel, Chestnut Street, and having taken a hot bath and dined, we walked through a portion of the city. Oct. 18.

After breakfast we proceeded to visit the Government Mint, where we saw old gold and silver being melted down, also new coins in gold, silver, nickel, and other compound metals, being made for circulation throughout the United States, specimens of which I purchased. We then took a look of the Masonic Hall, a very fine new building in granite. Visited the State House in Chestnut Street, walked through the Hall of Independence, where George Washington used to sit; then went off to inspect the Baldwin Locomotive Works. Calling at the office for an order of admittance, we were courteously received by one of the partners, Mr Edward W. Williams, by whom we were conducted over a portion of the place. A large business is done here in locomotive engine building; Mr Williams telling us that the firm turns out forty new locomotives every month, and that they employ 2900 men and boys, and have upwards of 220 smiths' forges always employed. It interested me to know that there is no union among their men, every person being paid according to merit. The wages of operatives are, as a rule, pretty high throughout the States; but when the purchasing power of money is taken into account, the mechanic in America is not, after all, so much better off than a similar class in this country. Lodgings for respectable working people cost about (in our money) £2, 10s. a-month for two rooms, which is £30 a-year. The hours of labour for mechanics, as a general rule, are ten hours daily. The working day was at one time legalised by Congress as eight hours a-day, but few restrict themselves to such hours. As to the purchasing power of money here—I am speaking of Pennsylvania—it is 70 per cent. in favour of Great Britain. A Philadelphia mechanic's family requires, in order to be comfortable, to expend upwards of £2, 13s. a-week; but the expenditure of a British workman would be less by a sum of 22s. The earnings of the American mechanic would be about £3, 5s. a-week, those of the Englishman would range from 35s. to 40s.; but, allowing for the difference in the purchasing power of the money in the two countries, I can only make out that the artisan in America is better off than his brother of the "Old Country" by about Oct. 19.

Oct. 19. half-a-crown a-week. I saw no coloured men at work in this foundry. The works are well laid out; narrow streets dividing portions of the various buildings, so that there is plenty of light and good ventilation. The Water Works at Fairmont next attracted our attention. These works are placed on the east bank of the River Schuylkill, which debouches into the Delaware about five miles farther down. There are eight water-wheels constantly raising the water into four reservoirs capable of containing altogether about twenty-seven millions gallons. The mill house, in which the wheels are at work, is of stone, 288 feet long and 56 feet wide. On the top of the adjoining hill, on which the reservoirs are built, a fine view is obtained of Fairmont Park on the opposite side, as well as the park on the same side, of the river. Near the Water Works we hired a park carriage for a drive through the grounds, which consist of upwards of 1600 acres, including the water area of the River Schuylkill within its boundaries. We continued our drive up to George's Hill, where we had a splendid view of Philadelphia in the distance. We returned by the "Vista Drive," which allowed us to obtain some very fine views of wood and water—the river flowing immediately beneath. In the park are some good monuments, one to George Washington being especially fine. We walked from the park to visit Girard College, an educational institution which was founded by Stephen Girard, a native of France, who died in 1831, bequeathing two millions of dollars for the gratuitous instruction and support of destitute orphans. This is a splendid building, especially in its exterior; the central or college building is 218 feet long, 160 feet in breadth, and 97 feet high, being, like numerous other public buildings in America, wholly built of marble; there are 34 immense Corinthian marble pillars placed at regular distances round the building, seven at each end, and ten at each side, whilst at one end of the building there is a flight of very large marble steps ascending to the first floor. We inspected some of the schoolrooms, and admired the great stairway of marble with its fine large supporting pillars. Afterwards we ascended to the roof of the building, which is also constructed of marble, in large blocks about four and a-half feet square and nearly six inches thick, the joints being covered over by long narrow pieces of marble,

Oct. 19.

reduced or bevelled to a ridge point. The roof being tolerably flat, sloping about 1 in 6 or 7, we could easily walk along any part of it, enjoying the view of Philadelphia and the country beyond very much, the day being a very bright one. The city consumes a great deal of anthracite coal, and, consequently, the atmosphere is very clear and free from smoke. Six other buildings, each 125 feet long by 52 feet in breadth, and three storeys high, surround the college—three on each side. After returning to the city by means of the street car, we walked down to the harbour at the Delaware end of Chestnut Street, and saw a large number of ships of different kinds lying at the piers. The Inman line of ships from Liverpool to New York and Philadelphia have their office in Chestnut Street. Some of the other public buildings and squares of the city are worth mentioning, as the Custom House, the Post Office, and the University. Philadelphia, as regards its area, is the largest city in the United States, and in point of inhabitants is second only to New York, its present population being estimated at fully 700,000 persons. It is the chief city of the State of Pennsylvania—the population of the entire State being over three and a-half millions. The principal streets are Chestnut Street, Market Street, and Main Street. The greater portion of the streets are known by numbers; No. 1 or First Street running parallel to the River Delaware, and so on, the others crossing, as usual (in other cities planned in the same way), at right angles to these. The entire length of the city from north to south is 20 miles, and from east to west 8 miles. Fourteenth Street, usually called Broad Street, is very wide; when fully completed it will extend in a straight line of equal breadth about 23 miles, and is the longest street in the city. One peculiarity about the street cars here is that, in a great many of the streets, they are allowed to run only in one direction, so that if you desire to get to another street, say two or three "blocks" off, you are furnished with a transfer ticket to be handed to the next conductor. In the wide streets are the usual trees on each side. The principal squares are Washington Square, Independence Square, Franklin Square, and Jefferson Square. The chief buildings are the State House or Independence Hall, the State Arsenal, the Custom House, the Polytechnic College of Pennsylvania,

Oct. 19. the County Almshouse, the Philadelphia Library, the Athenæum, the American Philosophical Society, and the Pennsylvania Academy of Fine Arts; but there are many more public institutions, and to see Philadelphia thoroughly the visitor would require to spend at least three or four days in the city. Between Baltimore and Philadelphia we passed Havre-de-Grace, Perryville, Delaware Junction, and Wilmington Stations. Having dined and paid our hotel bill, we left Philadelphia for New York by train at 6.45 P.M.; arriving at Jersey City, State of Jersey, about ten o'clock P.M. Crossing the ferry, we found the stage coach from the Fifth Avenue Hotel (on the other side of the Hudson), and reached that hostelry about half-past ten o'clock, where, singularly enough, I got my former bedroom, No. 318. Supped and then to bed.

Oct. 20. After breakfast, had a call from Mr Wm. J. Turkington, and went out with him sight-seeing, going first to St Stephen's Roman Catholic Church, where we heard some very fine vocal and instrumental music; then walking to the Grand Union Railway Depot, along Park Avenue, we afterwards visited the New York public market, situated alongside the river Hudson, which is a remarkably well-stocked emporium. We next walked, and partly proceeded by street car, to the Boston Steamboat Wharf, where, most luckily, we got a person in charge to take us on board of a very magnificent vessel, called the "Bristol," and exhibit to us the whole ship, which is really fitted up in first-class style, all the wood work of the interior fittings being of polished mahogany; all the berths, which are finely furnished, with marble basins and water (laid on in each by gravitation), have gas-light supplied, and gas is burned throughout the saloons, which are magnificently furnished, containing several pianos, besides accommodation for a band of music. The line of steamboats to which this vessel belongs is called the "Palace Steamboat Company," and, judging from what I saw, it is not incorrectly named. After dining at the hotel, we took street car for Wall Street Ferry, after crossing which, about half-past six P.M., we went direct to Plymouth Church, in Brooklyn, where the Rev. Henry Ward Beecher preaches, and fortunately, obtaining a good seat, we heard an excellent discourse

preached by that popular preacher from Romans, chap. viii. and 26th verse. Mr Beecher's church is a very plain one, but large enough to hold an audience of 3000 persons, and the seats are all eagerly taken up. The music is very fine, and the eloquence of the preacher being known far and wide, needs no comment from my pen. Returned to Fifth Avenue Hotel about ten o'clock P.M. Oct. 20.

After breakfast, called upon Mr Rennie, whom we unluckily missed, he having gone to call at our hotel; next went to see Mr William J. Turkington, at Messrs Miner Brothers, and proceeded with him to witness some trotting races at Prospect Fair Grounds, about six miles from Brooklyn. Never having seen any trotting races either at home or abroad, I fancied these races would be interesting, and they really were so indeed. We saw six or seven heats or races run by very fast trotting horses. Time for each measured mile as under— Oct. 21.

1st heat,	2 minutes	23½	seconds.	
2nd „	2 „	21	„	
3rd „	2 „	22¼	„	a dead heat.
4th „	2 „	23½	„	

Also another race rather slower than the above, viz. :—

1st heat,	2 minutes	34½	seconds for one mile.	
2nd „	2 „	32¾	„	„
3rd „	2 „	36	„	„

After leaving the race grounds, drove into Brooklyn, and called on Mr and Mrs Turkington, where we remained for some time and partook of refreshments. As I gave you a little general sketch of this great city upon my arrival in it, I shall not recur to its main features more than to say that the stir and bustle is something extraordinary, and the desire to push business excessive. One particular I may note, and that is the extraordinary number of publications, both in the shape of daily morning and evening newspapers as well as weekly journals and periodicals of all kinds; but this feature is not confined to New

Oct. 21. York—even the comparatively small towns throughout the States have their one or two daily papers and weekly journals as well, and these are well filled with advertisements; everybody seems to advertise, and all sorts of plans are adopted to gain publicity. Time-tables for railways, omnibuses, and steamboats, are given away gratuitously, the expense being largely recouped by means of the advertisements printed upon them. The circulation of some of the New York newspapers is extraordinary—a quarter of a million copies on certain occasions not being thought a wonderful sale. One curiosity of New York, which I forgot to mention on my arrival, may be here alluded to—I mean the “over-head” railway. In London (Europe) there is an underground line of rails, but here we see railway trains flying along at the level of the drawing-room windows!—the street traffic in some of the thoroughfares being enormous, the over-head railway is one of the devices resorted to to relieve it. An underground railway, promoted by Mr Vanderbilt, from the Grand Union Depot to the City Hall, is now in course of construction, and will doubtless be of great utility.

Oct. 22. Had a call this morning from Mr J. Dennistoun, who had, by letter the night before, offered me the use of his carriage and pair. After arranging to meet him at Mr John Baird’s office, I called upon Mr Rennie, senior, whom I saw, and thanked for his attention in forwarding my letters so as to reach me in safety at the various places where I sojourned. Afterwards I proceeded to Courtlandt Street, and saw Mr Charles Miner, a brother-in-law of Mr Turkington. Mr Turkington then went along with me to Mr Baird’s, who, unluckily, was from home, being away in Canada; but we were introduced to Mr Novaro, his partner, by Mr Dennistoun, with whom I remained a short time, afterwards going to Delmonico’s restaurant to take some refreshment. I concluded the day going about with Mr Turkington making various purchases of whips, toys, Saratoga fans, and other little souvenirs for my young folks. Afterwards my friend dined with me at the Fifth Avenue Hotel, when I obtained his assistance in packing my trunk, and about ten o’clock retired to bed.

THE VOYAGE HOME.

Having breakfasted about seven o'clock, we left by stage coach Oct. 23. belonging to the hotel at eight o'clock for the Cunard Wharf, New Jerfey City, the charge for conveying each perfon, including baggage, being two dollars. As foon as we got on board, I arranged as to my berth and feat in faloon, which is kept for me during the voyage, it not being etiquette to take any other feat than the one appointed. Turkington and his brother-in-law, Charles Miner, were at the pier to fay good-bye and fee us off, and we failed moft promptly at ten o'clock, the hour advertifed—the weather beautiful, fimilar indeed to that we had enjoyed for a long time paf. In failing down New York Bay, we had a fine view of Brooklyn on the left, and on the right New Jerfey City, with part of the State, alfo Staten Island and Sandy Hook, which is eighteen miles from New York. After the vefel had left the latter place and proceeded to fea a confiderable diftance, luncheon was ferved. We fat down to dinner at four o'clock, and took our tea about half-paft feven, as ufual in the Cunard fteamers.

The morning rather foggy, light wind, blowing N.N.E. Out of Oct. 24. bed about half-paft feven o'clock, and had an hour's walk previous to taking breakfast. I found three of thofe who came acrofs by the "Ruffia" on board the "Cuba." There are 130 paffengers, fo that the fhip is not fo crowded as the "Ruffia" was. Met on board a Mr Wm. Brown, from Craigie, near Perth, with whom we had made acquaintance when croffing over Lake Ontario to Niagara. Sailed up till twelve o'clock to-day 312 miles from Sandy Hook; add eighteen miles from New York to Sandy Hook, making 330 miles in all. To-day was rather cold, there having been very little funfhine. About four o'clock P.M. the wind veered round to N.E. Paffed the day lounging, reading, and writing; no ficknefs on board, fo far as I have heard, although fome of the paffengers did not appear at dinner.

Came on deck about half-paft feven, and found the morning beauti- Oct. 25. ful. "The fun fhone bright and clear," the wind being due eaft, and,

- Oct. 25. therefore, right ahead. Found the failors taking the ship's reckoning, when it was announced that the steamer was going at the rate of $12\frac{1}{4}$ knots an hour; up till twelve o'clock we had run 275 miles. Till six o'clock P.M. the wind continued from the east, but it was not by any means chilly, the east wind on the open ocean not being so cold as on land. Nothing of any particular interest falls to be recorded to-day.
- Oct. 26. On deck, as usual, about half-past seven o'clock, and found the morning very funny and beautiful. Almost no wind, what there is being from the N.W. The fails, although partly set, are not helping us much, as they are flapping a good deal—the log, I am told, indicates that we are making thirteen knots an hour. 3.30 P.M.—All on deck lounging, walking, or reading; almost a calm; distance run up till twelve o'clock, 303 miles. A great many sea birds were flying aftern of our ship all day long, and that is the only notable fact I can mention. In the evening the wind had veered round to due west, and was therefore quite favourable, being right aftern of us.
- Oct. 27. A fine funny morning when I came aloft about eight o'clock. Wind right aftern or due west, but not blowing at a speed quicker than that of our ship, and the smoke from the funnel was therefore ascending perpendicularly. After breakfast, and while I was on deck, we passed within about three miles of a steamboat bound from Bremen to New York; the vessels saluted each other by raising a flag. We also passed a small boat floating in the ocean, bottom upwards; it was thought by some of us that the Captain should have ascertained its name or have brought it on board, as it might have belonged to some shipwrecked vessel, and so told us a tale. At 10.15 A.M. we assembled in the saloon for worship; after prayer and the singing of a Psalm, the music being led by the Captain of the "Cuba," we listened to an excellent discourse from Psalms xxxiv. 8-10, by a clergyman, who is a passenger—the Rev. Mr. Ryan of London—and were all very much pleased with the service, which lasted fully an hour. Speed of our ship to-day about 13 knots an hour, the distance sailed being 309 miles.

Much disturbed during the night by the boatwain piping, and by the noise of the sailors singing and "chorusing" while arranging the sails—a slight gale from the north-west having sprung up. I came on deck about eight o'clock, and found a stiff breeze blowing from the west, right astern, thereby pushing our ship along—the log indicating a speed of $14\frac{1}{2}$ knots an hour. Before going down to breakfast I witnessed the gambols of a large shoal of porpoises, which accompanied the ship for a few minutes; it was a fine sight to see them jumping from the top of a large wave right out of the water into the trough of the sea below. Very few at the breakfast table. About ten o'clock we passed a steamship said to be the "Minia," bound from London to New York. She was only about one mile distant from us, but except the top of her funnel and masts, was frequently quite out of sight, although we were standing on the upper or forenoon deck—the disappearance, of course, being caused by the immense waves rolling between the two ships. To-day we saw several birds called "Stormy Petrels" or "Mother Carey's Chickens." Log indicates $14\frac{1}{2}$ knots an hour; distance sailed to-day, 328 miles. Oct. 28.

Came on deck before breakfast, not having had much sleep (neither, indeed, had any of the passengers) on account of the rolling of the ship. Heard that a great many of the lady passengers were sick. The wind changed to N.E.; the log indicating 13 knots an hour as our speed. About noon we saw a large steamship bound for New York, belonging to the National Steam Shipping Company. The distance sailed to-day is 320 miles. During the day we saw the masts of another vessel about nine or ten miles distant, that being nearly the extreme distance one can see around from on board a ship at sea. The weather was rather cold to-day, but otherwise pleasant enough. Oct. 29.

Made my *début* on deck to-day pretty early. A really splendid funny morning; wind from N.W.; ship sailing $13\frac{1}{2}$ knots an hour. There is a considerable swell on the ocean, and our ship still rolls very much. The distance sailed to-day is 298 miles. We were on the outlook all day to see some ship or other, but none hove in sight. I lay lounging on the forenoon deck along with other gentlemen—Mr Oct. 30.

- Oct. 30. Cameron from Hamilton, Canada, Mr Brown, and others—for two or three hours this afternoon, enjoying the sunshine and light breeze. Nothing of any moment to put in my Diary to-day ; indeed, one day at sea is just a repetition of the day before, and the precursor of that which is to follow. Wind favourable all day, chiefly from N.W.
- Oct. 31. Strong sunshine this morning, with a sharp breeze direct from the west. Sails all square set, and ship sailing 14 knots an hour, the distance sailed to-day being 328 miles, and, from calculations made, we are about 340 miles from Queenstown. After dinner we were all greatly amused by thelegerdemain tricks of Mr Maddicks, proprietor of the *Court Journal*, London. He had amused some of the young folks after dinner during the last two or three days, but to-day he gave a special entertainment, for both the old and young, which was very kind of him.
- Nov. 1. Contrary to my usual custom, I did not enjoy my usual walk on deck before breakfast this morning, on account of the stormy weather. About breakfast time (8.30) the coast of Ireland appeared in sight, and shortly afterwards we passed the Fastnet Lighthouse, 60 miles distant from Queenstown ; wind blowing hard from the south, and the ship sailing at the rate of 13 knots an hour. Mounted to the saloon deck, where, along with seven or eight other gentlemen, partially sheltered by a piece of canvas placed along the upright rails, I remained during a very severe storm of wind, rain, and hail, which lasted for about two hours, the wind being S.W. During the continuance of the storm three or four of us, notwithstanding the height of the saloon deck, were washed right off our feet and swept along the floor, much to the amusement of those who were fortunately enabled to retain their upright position. I have met on board during the trip several most agreeable gentlemen—Mr M'Donald, of Green & Sons, of Montreal ; Mr Cameron, of Hamilton, Canada West ; Mr William Brown, of Craigie, Perth ; Mr M'Naughton, of M'Naughton & Deans, Leith ; Hon. Mr Dorion, Member of the Canadian Legislature ; Mr Finlay, a Scotchman settled in New York ; Messrs A. P. and S. J. Kelly, of Chicago, lumber merchants, and their wives and families, who are

proceeding to Nice to spend the winter. We arrived at Queenstown about half-past two o'clock. A number of the passengers—the Kellys, &c.—left us here per tugboat for Cork. Just as the tug was starting I received a letter from Glasgow, to which I had not time to reply. We left the Cove of Cork, *alias* Queenstown, about half-past three o'clock, the weather being rather stormy. Distance sailed till twelve noon today, 318 miles. As we shall land to-morrow at Liverpool, if all goes well, I must take the present opportunity of saying how much we are all delighted with the Cunard steamers. As you are aware, I went out in the "Ruffia," a magnificent vessel, with engines of 600 horsepower, ably officered and carrying a surgeon; and I came home in the "Cuba," an equally splendid vessel, commanded by Captain Moodie. All the steaming and sailing appliances of these vessels are on a grand scale, and the discipline of the Cunard ships is equal to that of Her Majesty's navy. A most liberal table is laid out four times a-day, and there is quite a little army of waiters or stewards to attend on the passengers, and I must say they perform their part to the general satisfaction of all who patronise the Cunard line.

Nov. 1.

Arose and breakfasted an hour earlier than usual this morning; the weather, I may record, was rather wet, although not so stormy as yesterday. Every one seems to be engaged in labelling luggage and exchanging cards or addresses with newly formed friends or acquaintances. Early this morning a pilot came on board to conduct our ship to Liverpool. Distance from Queenstown to Liverpool, 240 miles, but add distance sailed from twelve noon yesterday to Queenstown, 22 miles, making the total 262 miles. Arrived in the Mersey at Liverpool about eleven o'clock; at which hour the "Ruffia," by which I sailed to New York on 24th August, passed us, with, apparently, a full complement of passengers. After a delay of nearly two hours, spent partly in getting our luggage examined by the Custom-house officers, and partly in getting hauled into dock, we landed about one o'clock, and, having procured a cab, drove direct to the London and North Western Hotel, Lime Street, where, as we were disappointed in our luggage not being forward in time, we had to wait for the 4.20 train to Glasgow. I arrived at Buchanan Street Station

Nov. 2.

- Nov. 2. Shortly after midnight, where, to my great joy, I found my wife and three eldest children waiting to bid me welcome home.

NOTE OF DISTANCES TRAVELLED BY LAND AND
WATER IN THE UNITED STATES AND CANADA
FROM SEPT. 4TH TILL OCTOBER 23D, A PERIOD OF
SEVEN WEEKS.

	On Railways.	On Water.
New York to Albany.....	—	152
Albany to Saratoga.....	35	
Saratoga to Caldwell at Lake George.....	30	
On Lake George from Caldwell to Tynadogra	—	35
From Lake George to Lake Champlain.....	4	
Lake Champlain to Rouse's Point.....	—	106
Rouse's Point to Montreal.....	50	
Montreal to Quebec.....	—	150
Quebec to Montreal.....	172	
Montreal to La Chine.....	8	
La Chine to Montreal, down the Rapids.....	—	8
Montreal to Ottawa.....	20	148
Ottawa to Prescott.....	35	
Prescott to Toronto.....	239	
Toronto to Niagara Falls.....	7	35
Niagara to Buffalo and back.....	50	
Do. to St. Catherine's.....	11	
St. Catherine's to Grimsby Station.....	16	
Grimsby to Hamilton.....	16	
Hamilton to London.....	76	
London to Detroit.....	111	
Carry forward.....	880	634

	On Railways.	On Water.
Brought forward.....	880	634
Detroit to Chicago.....	284	
Chicago to Quincy.....	263	
Quincy to Saint Louis (per Mississippi River)...	—	160
Saint Louis to Evanville.....	161	
Evanville to Owensburg (per Ohio River).....	—	50
Owensburg to Rockport.....	59	
Rockport to Hendrie's Farm and back.....	14	
Rockport to Elizabethtown.....	77	
Elizabethtown to Glasgow Junction.....	49	
Glasgow Junction to Mammoth Cave (per stage and back).....	24	
Glasgow Junction to Louisville.....	91	
Louisville to Lexington.....	94	
Lexington to Cincinnati <i>via</i> Conington.....	112	
Cincinnati to Pittsburg.....	313	
Pittsburg to Baltimore <i>via</i> Harrisburg.....	333	
Baltimore to Washington.....	40	
Washington to Richmond.....	130	
Richmond to Philadelphia.....	268	
Philadelphia to New York.....	90	
	<hr/> 3282 miles.	<hr/> 844 miles.

ABSTRACT OF MILES.

By railway and partly stage.....	3282
By water on lakes or rivers.....	844
	<hr/> 4126
Add from Liverpool to New York and back.....	6200
	<hr/> 10,326

To which add distances driven sight-seeing at the various cities and places we visited.

RIVERS.

UNITED STATES VISITED.

Hudson.	State of New York.
St Lawrence.	„ Michigan.
Ottawa.	„ Illinois.
Niagara.	„ Missouri.
Mississippi.	„ Kentucky.
Missouri.	„ Indiana.
Ohio.	„ Ohio.
Green River.	„ Pennsylvania.
Kentucky River.	„ Maryland.
Potomac.	„ New Jersey.
Delaware.	„ Virginia.
James River.	District of Columbia—12.
Schuylkill.	
Susquehanna—14.	

 LAKES.

Lake George.
„ Champlain.
„ Ontario.
„ Erie.
„ Michigan.
„ St Clair—6.

CONCLUSION.

The brief Prefatory Note at the commencement of this Diary explains how it comes to be printed ; but I wish to be allowed to say, by way of "conclusion" to my travels, that it had long been a cherished intention of mine to visit Canada and the United States of America. At any time during the last ten years I was anxious to start, but from one cause or other, generally some unexpected business arrangement of my own, or the failure to find a suitable travelling companion ready to start at the same time as myself, my intention could not be carried out till the autumn of the present year.

As I have carefully entered every day's progress in the foregoing pages, I need not go over ground already well trodden. Of course those who receive the present "Souvenir" will speedily be aware that, speaking comparatively, I have visited only a small portion of the New World. It was a subject of regret to me that limited time would not permit me to cross over from Chicago to California to see the Pacific Ocean and the various sights by the way, such as the great Salt Lake, the city of Utah, the home of Mormonism, and the Rocky Mountains, which lend so much interest to American travel.

I claim to have been very industrious during the seven weeks of my sojourn in the New World ; it only requires a perusal of the figures which I have gathered into a *focus* in the preceding two pages, as denoting the ground gone over, to show that. Now that I have been prevailed upon to print, I regret exceedingly that I did not take fuller notes during my progress, but, as stated in another place, my Diary was originally intended for the perusal of my own family, and although it now appears in print, it is printed substantially in the same form as it was sent home.

America, as all readers know, is a country of great magnitude, many of its States occupying areas equal in extent to the kingdoms

we have at home, or on the Continent of Europe. Thus, three of the States which I visited (Virginia, Ohio, and Illinois), comprise a surface upwards of 34,000 square miles larger than the united area of Great Britain and Ireland. The State of Virginia, for example, is considerably greater than England, and nearly as large as Scotland and Ireland put together, and the territory embraced in the State of Indiana is greater by far than Belgium and Holland combined, whilst the State of Ohio is bigger than the Kingdom of Portugal! The Lakes and Rivers of the New World are, as might be expected, of corresponding magnitude, Lake Superior being 400 miles in length, and averaging 80 miles in breadth, whilst the mighty Mississippi, "father of waters," runs, as I have elsewhere detailed, thousands of miles before it finds a home in the deep bosom of the ocean. The United States, being so large, embrace at one and the same time the extremes of climatic variation: in the frigid north, while the snow is steadily falling, the vivifying sun in the south may be wakening the rose into life, and transforming the scenes around into gardens of tropical beauty and luxuriance! Is it to be wondered at, then, that the inhabitants of this mighty country are both proud and ambitious, or that they lay out cities vast in extent, and abounding in streets and buildings outvying in length and size those of any other nation? The country is rich in educational institutions of all kinds—churches, schools, and literary associations, being exceedingly numerous throughout America. The system of national education in the United States has been most successful; children are trained in knowledge and industry, and I have seen few idle people either in Canada or the States, nor, so far as I can charge my memory, was I ever solicited by a beggar for alms. As a home for the emigrant, the United States of America and the Dominion of Canada will afford room for a million or two of mechanics and labourers from other countries, there being in the rising towns and rapidly extending villages work and wages for all, whilst in the far interior of these countries there is land sufficient for many thousand farms.

It will be observed that I have confined myself in my Diary chiefly to the topography and industrial features of the States visited by

myself and friends, not having taken time to pen disquisitions on the character of the American people. I might even now—not having forgotten what I saw or heard—interperse a few anecdotes of American humour and peculiarity, but I prefer that this “Souvenir” should appear as the simple record it was originally intended to be. There are, of course, numerous eccentric individuals to be met with in travelling through the States—indeed, one is sometimes *bored* with people trying to *guess* other people's business, or “calculating” to extract information by forced questions; but there is no avoiding recognition of the restless “go ahead” spirit of the people, or that decided lack of the conventional which, to our sorrow, governs us all so much at home.

In conclusion, let me say that if a perusal of the preceding pages should induce any of my personal friends to go where I have gone, and the information as to prices and routes prove of use to them, I shall consider that I have not printed in vain.





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